superintended by Englishmen. Always

equal and generally superior to that done anywhere else. Estimates given.

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P.O. Bor 20. Telephone No. 12.

NEW ADVERTISEMENTS

IMPORTANT.

TIVE newly born RED SETTER PUPS

VICTORIA

EMPORIUM

THE pleasure of cycling consists in having

Establishment is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLE" CYCLES,

and we also supply fittings of every description

Bargains can be had in second hand Machines.

43 & 43a. QUEEN'S ROAD EAST.

Repairs executed with promptitude and skill.

EASTERN AND AUSTRALIAN STEAM.

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELEOURNE!

(Calling at Poer DARWIN & QUEENSLAND

PORTS, and taking through Cargo to

ADELAIDE, NEW ZEALAND.

TASMANIA, Sc.)

"GUTHRIE,"

Captain McArthur, will be despatched for the

above ports on SATURDAY, the 18th inst.,

This well-known Steamer is specially litted

which ensures the supply of Fresh

for Passengers, and has a Refrigerating Cham-

This Steamer is installed throughout with

A Stewardess and a duly qualified Surgeon

N.B .- Return Tickets issued by this Com-

GIBB. LIVINGSTON & CO.,

pany to and from Australia are available for

return by the steamers of the China Navigation.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

"CHANGSHA,"

Captain Moore, will be despatched as above on

The attention of Passengers is directed

the Superior Accommodation offered by this

Steamer. First Class Saloon is situated for

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light,

CHINA NAVIGATION COMPANY,

LIMITED.

FOR FORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

Captain Moore, will be despatched as above on

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provi-

Vessel is fitted throughout with Electric Light.

N. B. Return Tickets issued by this Com-

pany to and from AUSTRALIA are available for

return by the Steamers of the EASTERS AND

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

A duly qualified Surgeon is carried and the

"CHANGSHA,"

TUESDAY, the 21st inst., at Noon.

AUSTRALIAN S.S. Co. and vice versa.

Hongkong, 3rd November, 1899.

Letts and Smith's Diaries 1900 ...

Christmas and New Year Cards-

Father Tuck's Annual

Boy's Annual-New Volume ...

Chums.-New Volume

Gladiators, by Whyte Melville ...

Beresferd's Break-up of China

- Mouson's Tropical Diseases'

Queen's Road, Hongkong.

Position in China.

The Transvasi War.

Affairs in the Philippines.

Kang Yu wei in Hongkong.

the Captain. Piracy in Canton Waters.

Court of Inquiry.

Hongkong Legislative Council.

Boxing Contests at the City Hall.

The Cost of Salaries and Pensions.

Stanghai Autumn Race Meeting.

Voluntoer Encampment.

L'uniom Mining Co., Limited.

The Colony's Military Expenditure.

North China Insurance Co., Limited.

Jorsk Sugar Cultivation (jo., Limited, Local and District Intelligence.

Sabscription, \$12 per Annum, nayable advance; postage, \$2.

Extra copies 30 canta each, Ongh,

Capies out he conted from the lifton to being the lifton to being the content of the content of

Leading Articles :-

Conditions.

Supreme Court.

Proportion Bill.

Kit Kennedy, by Crockett

Girl's Annual

large variety

Hiff's Photographic Annual, 1899 ... 31.50

Newne's Cricket, 16 Parts for.,. ... 6.40

Hobson's Merrimac 4.50

Valley of Sapphires ... 1.50

Dorean, by Edna Lyall 1.50

THE HONGKONG WEEKLYPRESS WILL

be ready to-morrow and will contain :-

Sir Claude MacDonald on the British

Sanitary Conveniences and Insanitary

Plague and Overcrowding. Kang Yu-wei-An Unwelcome Visitor.

The Sanitary Board and the Insanitary

The Tungkong and Sourabaya in Collision.

Loss of the White Cloud Charge against

The Stranding of the Shantung Marino

The French and Chinese at Kwangchau-

he Post Office Revenue and Expenditure.

aub Australian Gold Mining Co., Limited.

Hongkong, 3rd November, 1899.

THE Company's Steamship

sions during the entire voyage.

BUTTERFIELD & SWIRE,

Agents.

The attention of Passengers is directed to Freemasonry Progressive. Visiting By the Superior Accommodation offered by this M.M. are cordially invited to attend.

For Freight or Passage, apply to

Hongkong, 2nd November, 1899.

THE Company's Steamship

TUESDAY, the 21st inst.

ward of the Engines.

Provisions, Ice, &c., throughout the voyage.

Honekong, 3rd November, 1899.

Enamelling a speciality,

THE Steamship

the Electric Light.

Company and vice versá.

at 4 P.M.

are carried.

a first class Machine, and the above

McKIRDY & CO...

Hongkong, Srd November, 1899.

of their own breed for Sale at \$25 pach.

Hollywood Road.

moderate prices at

ESTABLISHED 1857.

JUST LANDED

CHAMPAGNE.

MAGNUMS-BOTTLES-1-BOTTLES.

STOCK OF WINTER UNDERCLOTHING

AND THE LATEST STYLE IN

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all

SUARVES AND COLLARS.

most popular brands in ENGLAND and the UNITED

CALDBECK, MACGREGOR & CO.,

Sole Agents for

INVALIDS' PORT.

This Wine is old, soft, and delicate.

We strongly recommend it.

Analysed and Cortificated by Professor Cassall

Price \$20.00 per 1 dozen bottles.

DOURO PORT.

This is a fine quality Wine of exceptionally

good value.

Price \$14.25 per 1 dozen bottles.

SHERRIES.

AMOROSO.

The Enri Misa's shipping.

Price \$20.00 per 1 dezen bottles.

LA TORRE.

Price \$16.75 per 1 dozen bottles.

CLARETS

in Quarts and Pints.

LIQUEUR.

Pure and natural Wine: a toxic.

Hongkong, China, Japan, the Straits Settlements, the Philippines and British North Borneo.

GIESLER

No. 13,001

CER MARAGER.

Apply to:

說一零千三萬壹弟

日童砌月十年五十二緒光

ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY

LIMITED

FOR SWATOW, AMOY, AND

"HAIMUN

Captain Davis, will be despatched for the above

For Freight or Passage, apply to, DOUGLAS LAPRAIK & Co.

FOR NEW YORK

"MARY L. CUSHING."

Pendiston, Master, will be ready to load on the

15th November, and will be despatched on or

UNITED STATES & CHINA JAPAN

STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

"INDRAVELLI"

having arrived from the above ports, Consignous

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong & Kowloon Wharf

and Godown Company, Limited, at Kowloon,

Cargo remaining undelivered after the Oth

Consignees are requested to present all claims.

JARDINE MATHESON & CO...

Agents.

for damages and/or shortages not later than

Bills of Lading will be countersigned by

ENTERTAINMENT

CITY HALL

DRAMATIC CLUB.

PINERO'S LAUGHABLE FARCE,

THE MAGISTRATE.

TO MORROW EVENING (SATURDAY

4th November, 1899,

MONDAY, 6th November, 1899.

Commencing each EVENING at 9 p.m.

Half-Price to Pit for Soldiers, Sailors,

Tickets can be obtained at the BOOKING

The Booking Office will remain Open from

Late Trams will run I hour after the fall

JUBILEE LODGE OF INSTRUCTION.

THE REGULAR MEETING of the above

sons' Hall, Zetland Street, TO-MORROW

EVENING SATURDAY, the 4th inst, at

RAMBLEB

CYCLES.

deciding on their mount inspect the Ramblers in the Honaxones Horaz Corridor.

The best value on earth for the Money

Hongkong, Bith Santamber, 1899. [12888

NOTICE

LL that are anticipating purchasing a

wheel for next season; should before

RAMSEY & CO.

The Rambler Agency.

Hongkong, 2nd November, 1899.

LODGE will be held in the FREEMA-

E. W. MITCHELL.

Hon. Secretary

OFFICE of the THEATER, CITY HALL, on and

after MONDAY, 30th October, at 10 a.m.

that date from 10 a.m. to 4 p.m. daily,

Hongkong, 23rd October, 1899.

Dress Circle, \$3. Stalls, 32. Pit, 31

whence delivery may be obtained.

No Fire Insurance has been effected.

Hongkong, 2nd November, 1899.

instant will be subject to rent.

recognised.

THEATRE

and Police in Uniform.

8 for 8.30 P.M. precisely.

sories of every description.

of the curtain.

Hongkong, 3rd November, 1899.

THE 3/3 A. I. I. American Ship

Hongkong, 3rd November, 1899,

pout gard December.

HE Steamship

For Freight, apply to

General Managers.

CARLOWITZ & CO.

ports on SUNDAY, the 5th instant, at DAY.

THE Company's Steamship

HONGKONG FRIDAY, NOVEMBER 8ED, 1899.

| 就三月一十年九十九百八千壹英港香 五年禮

HONGKONG

Smoking Rooms,

HOTELS.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Diving Accommodation for 250 persons, Hydraulic Elevators to every fleor. Cuisine of the best.

Hot and Cold Water throughout.

Wines and Greceries imported specially from Furope and America Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator. All Hotel Lines washed on the premises

Machinery. Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor "CHARGES MODERATE,

PEAK HOTEL CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus, 1,350 feat above sea level. CRAIGIEBURN is situated at Plunkett's Gap, five minutes, walk from Peak Hotel. Fine healthy location—variety of beautiful Cool sentherly breezes in Sammer, with perfeet protection against the North East Winds n Winter.

Well appointed rooms, attentive service and xoellent Cuisine. A. MOIR. Manager. City Office, 7, Unddell Street.

MOUNT KELLET PRIVATE HOTEL ATO. 6, DES VŒUX VILLAS, PEAK.

PROPEIETRESS, MISS CALDWELL. Hongkong, 23rd September, 1899.

WAVERLEY HOTEL ICE HOUSE STREET, HONGKONG,

FIRST-CLASS PRIVATE FAMILY HOTEL

VISITORS WILL FIND THE WAVER LEY HOTEL UNSURPASSED FOR COMFORT, CLEANLINESS, AND GOOD COOKING:

SAUKIWAN ROAD.

Finest Brands of Wines, Spirits, and Beers BILLIARDS.

Telephone No. 123. S. J. GRANVILLE,

Hongkong, 14th October, 1899. HING KEE HOTEL

(ESTABLISHED 1873) MACAO. FIGHIS First class and well-famed establishment is pleasantly situated in the centre

of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent, Prompt Attendance. Terms very Moderate.

Telegraphic address "HINGKEE." "BOA VISTA" HOTEL MACAO.

FITHE only FIRST CLASS HOTEL in the

Colony. Moderate torms by the day or Mr. Mr. & Mrs -F. month, European Management, Steam Launch for Picnic or Shooting parties. Mr. A. H. Ellie MACAO is distant 40 miles West of Hong- Mrs. Farrell and child kong and the journey is made each day (Sun-Mr. W. Fuckel days excepted) by the Magnificent Salcon Mr. & Mrs. K. Gibson Steamer "HEUNGSHAN" in 3 hours, leav- Capt Goddard ing Hongkong at 2 P.M., and Macao at 8 A.M. Major & Mrs. Griffin Connection made by Company's Steamer to and from Canton. Touriers should not miss the chance of visiting this famous old City:

For Terms, apply J. H. CHESNEY.

HONGRONG HIGH-LEVEL TRAM-TIME TABLE.

6.30 p.m. to 8.00 p.m. ... Every ten minutes. Night care at 845 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour. BATURDAY.

8.15 a.m. to 10.15 a.m. ... Every half hour. 1080 a.m. to 11,00 a m. ... Every ten minutes. Noon to 2 p.m..... Every quarter of an hour 2.45 p.m. to 8 p.m..... Everyquarter of an hour Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

JOHN D. HUMPHREYS & SON. Gomeral Managers Hongkong, 1st May, 1999. SAFES! SAFES! SARES

VARIETY of the World renowned Rev. Francis Flyin, MILNER'S FIRE RESISTING R.N.

AFES for Sale. Hougkong, 4th Ontoher 1899

NEW ESTABLISHED FIRM with First Chas condections in Europe.

Harrel Pens, 325, 226, 262.
Ship Pans, 322, 909, 267, 106, PENS.
494, 7,000.
In Fine, Medium, and Broad
Points THE NEW TURNED-UP POINT; 1032

NUMBERS POR VON BY BARRES

PRICE \$21 PER MONTH.

GOLD MEDALS PARTS 1878 1889

or Highest Quality

SHIPPING.

Nov. 2, Java. British str., 4,093, Geo. Gordon, R.N.R., Yokohama 18th Oct. and Foochow. 31st, General .- P. & O. S. N. Co. Nov. 2. TAK SANG, British str., 977, Smith, Wuhu 28th October, General,-JARDINE, MATHESON & Co.

Arnold, Wahu and Chinklang 28th Oct., Rice and General.—BUTTELFIELD & Nov. 2, ARIAKE MARU, Jap. atr., 1,886, Tasaka, Kutobinotzu 28th October, Coal,-M. B.

Nov. 2, KIURIANG, British etc., 1.240, C. F.

Roy. 2, Wingsand, British str., 1,517, T. H. Sellar, Shanghai 29th Oct., and Swatow lst Nov., General.-JARDINE, MATHESON

Nov. 2, Indravet Li, British str., 3,162, W. E. Craven, New York 13th Sept., and Singapore 25th Oct., General .- JARDINE, MA-TRESON & Co.

CLEARANCES. AT THE HARROUR MASTER OFFICE 2ND NOVEMBER. Kwangping, Chiness str., for Chefoo, Taksang, British str., for Canton. Fermosa, British str., for Swatow. Shantung. British str., for Hongay. Kinking, British str., for Cauton.

Hailan, French str., for Heiliow. DEPARTURES. Nov. 2, IDOMENEUS, British str., for Shanghai. Nov. 2, SUNGEIANG, British str., for Manila. Nov. 2, TBINAN, British str., for Sydney. Nov. 2, Bambeng, German str., for Y bama. Nov. 2. FORMO: A. British str., for Swatow. Nov. 2, KWANGPING. Chinese str., for Chefoo. Nov. 2. KTURIANG. British str. for Cauton. Nov. 2, TARSANG, British str., for Cauton. Nov. 2, CLASA, German str., for Haip long.

PASSENGERS.

Per Wingsang, from Shanghai, &c., Mrs. Per Java, for Hougkong, from Kobe, Mr. Peerbhoy; from Shanghai, Mr. H. T. Bowles from Foochow, Mon. P. Claudel and Mon. C. H. Doyero : for Penang, from Robe, Mrs. Parkenhand: for London, from Shaughal, Mr. E. N. Whelley, Mr. and Mrs. Donkin; from Yokohama, Messrs Marshall, G. C. Price, R. Catfield, Ellison, Merritt, Williams, Hardy, Wellington, Rammond, Quartance, Mrs. Palfard, Mrs. A. Cameron and 2 children. Mesters G. Cook and Hall.

Per Sunghiang, for Mauila, Mr. and Mrs. Montilla, Mr. and Mrs. Hassell, Miss Waggoner, Mesers, J. McCutcheon, Q. Weiss, F. F. Jowell, W. A. Spreik, Wm. Dennis, S. W. McMaster, Woulley, Comfort, J. B. de Arce, J. H. and J. C. Ackroin, G. B. Dickey, O. D. Miller, Carlos Gsoll, J. C. Runkle, Mrs. Bumpus, and Mrs.

Per Tsinen, for Manife, Mrs. N. Steele, Messra H. E. Stafford, McAdony, L. B. Porter. A. Antoldi, G. W. Hooper, E. J. Young, A Freimann, H. M. Schonauer, Mr. and Mrs. Bass, Mr. and Mrs. Nugent and 3 children; for Sydney, Mesers. J. Auderson and Barr, Mrs.

Brown, and Miss Twynham; for Melbourne, Mrs. Harder and 2 children, Messrs. Brown and Auction of 60 cases Formess Campher, at

the Hop Yick Godowns, West Point, Mr. Paul. Brewett, at noon. Meeting of Jubiles Lodge of Instruction, in the Freemasons' Hall, Zetland Street, at 8 for

A. D. C. Performance at the Theatre Royal,

VISITORS AT HOTELS. HONGKONS HOTEL. Miss Lither

Mr. E. Luis

Mr. d'Anthonard Mr. J. Y. Mayelon Mr. G. Mc. ain Mr. J. B. Barlow" Mr. W. G. Macmillau Mr. J. F. M. Bartlett Mrs. Maxwell and maid Mr. W. Barton Miss Marwell Mrs. McCrackin and

Mr. W. F. Batton Mrs. W. T. Harton Mr. T. S. Meser Mr. R. W. Bor hwick Mr. & Mrs. Mora Mr. P. Morgan Mr. E. O. Murphy Mr. & Mrs. Bowne : Mr. Mark Myer Mr. W. H. Bradley Capt. & Mrs. Myhre Mr. F. H. Brook Mr. A. van Neirop.

Mr. Bruse Mr. J. J. O'Neill Mr. & Mrs. Buell Mr. F. W. Newson Mr. M. Pando Mr. W. Paratt Mr. J. C. Perry Mr. T. F. Burgdorff Mr. W. Piorce Mr. Claudel Mr. Reeves Mr. H. B. Carter Mr. F. Reiber Mr. G. E. Richardson Dr. & Mrs. F. Clark Mr. & Mrs. C. E. Richard

Mr. Char. V. Daly. Mr. H. Coonley Miss L. E. Dadmeni Miss Richardson Mr. S. J. Robins Mr. & Mrs. Doakin Mr. B. Roth Mr. Major Schneike Mr. H. Dunbar Mr. D. Enrushaw Mr. H. Simmins Mr. A. J. Hamilton Mr. A. Spagnolo

Smythe

Mr. M. Steger

Miss J. F. Stone

Mr Basil Taylor

Mrs. C. Thomas

Miss Tourt-Hotte

Whiteow

Misses Tooms (2) Mr. & Mrs Thous

Mis. H. H. Told and

Cant. Taylor

Mr. G. Havers Major & Mrs. Higgs Mrs. Hooper Mr. T. Howard

Mr. U. quelya Mr. H. S. Vaughau Mrs. C. C. Wadsworth Mr. Magdou Ismail Dr. C. H. Vilar Mr. G. Wagnorn Mrs. R. Waldow Major & Mrs. Jeff. eve Capt. B. P. Walling Mr. & Mrs. J. B. War-Mr. & Mrs. Joseph Mr. & Mrs. A. W. Dr. & Mrs. Kellogg

Miss H. Kirby Mrs. & Mr. T. Baguall Mrs. Williamson Mr. W. J. Wright Mr. F. Zulauf Mr. H. F. R. Brayne

Mr. J. M. de Zuniga Major G. R. St. John Captain F. Koford Capt. W. Van Corbach Mr. G. H. Dann Mr. J. E. Los Mr. O. W. Longuet Mrs. C. W. Longuet

Mr. & Mrs. W. H. T. Davis and child Mr. A. L. Denison Mr. P. Dov Colonel H. Eledaie Colonel G. J. H. Evatt Mr. J. S. Ezekiel Mr. A. Forbes Lt.-Ool, A. R. Fraser Mr. H. H. Gomports Madame O. Gorman Colonel The O'Gorman, Staff Surgeon W. E.

Mrs. W. E. Home CRAGINETIEN.

Mr. U. Li. Wheeler Mr. A. G. Wood Miss Yorke Trisutt

The Gov'i Civil Hospital Consul Volpicella Madame Volpicell Mrs. Simonds

Cipt. A. M. Whitton Capt.C. B. Simonds, R.A. Mr. H. G. Mackensie Mr. & Mrs. P. E. L. Mr. D. E. Beanett Mr. E. Morgenthaler Mr. & Mre. H. Mrs. J. Fordyon Messer

Queen's Road Hongkong. Eerp. 1864. Telephone No. 75.

E 8 18 4

PAUL BREWITT. Auctioneer. Hengkong, 2nd November, 1899.

GOVERNMENT NOTIFICATION. THE following Particulars of Sale of CROWN LAND by PUBLIC AUC. TION, to be held at the Offices of the Public Works Department, on MONDAY, the 6th day of NOVEMBER, 1899, at 3 P.M. are published for general information.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

(FOR ACCOUNT OF WHOM IT MAY CONCREN.)
at the Hop Yick Godowns, West Point,

TO MORROW (SATURDAY),
4th November, at Noon.

All white and in good order.

Inspecting Orders can be obtained from the

60 Cases FORMOSA CAMPHOR

CONDITIONS OF SALE :- As Customary.

Indersigned.

By Command J. H. STEWART LOCKHART. Colonial Secretary. Colonial Secretary's Office, Hongkong, 14th October, 1898.

Particulars of the Letting by Public Auction Sale, to be held on MONDAY. the 6th day of NOVEMBER, 1899, at 3 P.M. at the Offices of the Public Works Depart. ment, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the Queen, for one further

term of 75 years. PARTICULARS OF THE LOT. Coasurchicate.

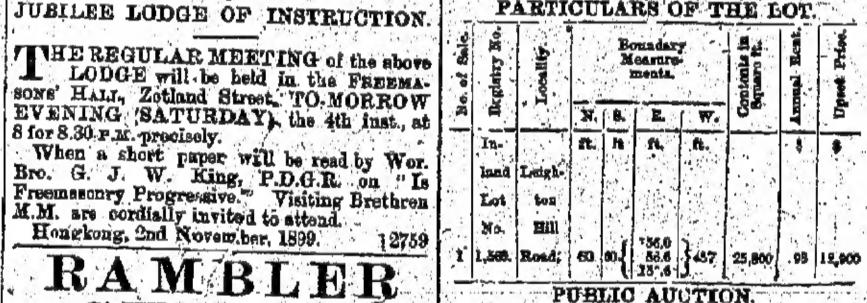
the 16th instant, otherwise they will not be N. [S.] R.] W. the residual factor cickon g Worg-Inland Lot No. | chong Villego 50 8) 31 31 1,550 B 150 HONGKONG AMATEUR give Two Performances of Mr. A. W.

GOVERNMENT NUTIFICATION.

HE following Particulars of Sale of CROWN LAND by PUBLIC AUC TION, to be held at the Offices of the Public Works Department, on MONDAY the 6th day of November, 1899, at 3.30 P.M., dos. quart bottles. are published for general information. By Command. J. H. STEWART LOCKHART.

Colonial Secretary. Colonial Secretary's Office Hongkong, 21st October, 1889.

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, A CONSIGNMENT OF the 6th day of NOVEMBER, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the QUEER, for ALSO ON HAND one further term of 75 years.



PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction,

THURSDAY. OF A STEAMER. NOW LYING AT YAUMATI. Length over all 166;

Double tyres and steel rims and all the latest improvements in Cycle Construction. Acces-Material Wood. Capacity : 650 tons deadweight. FORFARGNER with disposable capital would like to enter into PARTNER.

SHIP with a European for working business to be paid on the fall of Hammer, the remain-transactions, especially with The Philippines, der on delivery within one week from date of

Hougkong, 27th October, 1899.

RAINIER BEER.

PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.

Unifoubtedly the best Beer that has yet been brewed in America."

Apply to the newly-appointed SOLE AGENTS for Hongkong and South China

HAIG & HAIG, LD., Distillers since 1679. 3 Star, Special—The fluest of all "Peg" WHISKIES, at \$13.00
5 Star, Liquidue—Exquisite flavour, best in the World for Clab or Private use at \$19.00
Stop drinking rank, Smoky Stuff, because "it comes through the Sona"—
Try Haig & Haig's WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.
Once wied, preferred to all others. Sole Agonts for Hongkong.

TTED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS. UNITED ASBESTOS COMPANY, LD., LONDON, CONTRACTORS TO H. M. GOVERNMENT

PARTICULARS OF THE LOT.

the 16th day of November, 1899, at Noon, A PARTIALLY CONSTRUCTED HULL

A Steumlaunck will convey intending porchasers from Pedder's Wharf at 11.30 a.m. on TREMS :- One third of the purchase money

For further Particulars apply to GEO. P. LAMMERT,

"PUSHING." Care of Office of this Paper.

Hongkong, 2nd November, 1899.

Per Case of 6 dozen PINTS \$13.50 net. \$13.50 net.

A. S. WATSON & CO., LTD.

F. BLACKHEAD & Co.

Best Qualities of ABBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING BUMP PACKINGS of all Kinds. ASBESTOS SALAMANDER BOILER SOVERING COMPOSITION

[STIMATE GIVEN FOR EVERY DESCRIPTION OF WEEK

Lake Composition of the Box Composition of Week

Lake Composition of the Box Composition of Week

Al QUALITY COGNAC. Distinguished by 4 STARS on the label. Price \$22.50 per I dosen bottles. VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label,

Price \$16.75 per I dosen bottles. "PALL MALL" WHISKY. Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed.

Price \$20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY. in Patented Bottles. Price \$10.75 per I dozen bottles

CHAMPAGNE BRUT A Natural, i.e., a Brut, Sparkling Wind, of the Vintage 1889; particularly suitable to the debilitated. The price is but \$28.50 per one

BENEDICTINE, D.O.M. Price-339.75 nor-1-dozen-bottles

Agents-SIEMSSEN & Co., Hongkong, JUST RECEIVED.

AMERICAN GRAPHOPHONES OF DIFFERENT SIZES. WITH A FINE ASSORTMENT OF RECORDS OF VOCAL AND INSTRUMENTAL MUSIC, INCLUDING THE LATEST ENGLISH

AND AMERICAN SONGS. BLANKS (CLEAN SHAVED CYLINDERS). MODERATE PRICES.

G. GIRAULT, 6. Queen's Road Central. VICTORIA DISPENSARY.

VERY BARE OLD LIQUEUR SCOTCH WHISKY (in Square Bottles). One of the Oldest and Best known Whiskies in the Colony.

FINE-OLD CLAYMORE WHISKY. FINEST OLD SCOTCH WHISKY. Specially bottled for us by Usner & Co. LOCHABER SCOTCH WHISKY. A very fire blend, Matured and Mellow. QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY. THE VICTORIA DISPENSARY, - QUEEN'S ROAD.

MOET & CHANDON'S

IMPERIAL 1893.

SOLE. AGENTS.

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with communications addressed to the Editor, not or publication, but as evidence of good faith.
All letters for publication should be written on one

No anonymously signed communications that have already appeared in other papers is i be inserted. Orders for extra copies of DAILT .. RESE should be P.O. Box. 20 Telaphone Fo. 12.

The Daily Press.

Hongrone, November 3rd, 1899.

In the capitulation of the Irlsh Fusiliers. Gloucesters, and the 10th Mountain Battery to the Boers we have a repetition almost of the humiliation of Majuba Hill. Like the Press at home, we must suspend judgment on the disaster pending details, but in the meantime astonishment caunot fail to be felt that a small force on foot should have been detached to operate against a mounted enemy. The Boers are mostly mounted, and it is this, as well as their actual number,. that places them at an advantage as compared with the British force in North Natal. Being mounted, the enemy's force is much more mobile than the British, the rapidity of the latter's movements necessarily being that of the slowest unit. The Boers are thus favourably circumstanced for cutting off any detached body of funt soldiers such as the unfortunate Irish Fusiliers and Gloucesters. The capture of the 18th Hussars, reported last week, was also so doubt the result of a surprise which the Boers were able to successfully execute owing to their readings of inovement and knowledge of the country, which is extremely hilly and lends. itself readily to concendment of the enemy. The theory entertained in military circles seems to be that the Hussars had unsaddled for a halt in what was sunposed to be a safe position and that they were surprised and captured before they time to re-form. Support is lent to this theory by the fact that thirty men under a sergeant fought their way through. These were presumably the guard, Inspector Sheriff effected his arrest in the who had remained mounted. Had the whole force been mounted probably the surprise would not have been attempted, or if attempted would have had a different result. employment as domestic servants. Tokyo appears, from the report of the Official Receiv This incident and the more recent capture of | newspapers contain a statement to the effect 10th Mountain Battery suggests that our people have not taken quite a correct measure of their opponents and have unduly exposed themselves. Two such lessons should suffice to bring the real facts kome.

New that General Bullen has arrived at the Cape and that-large additions to the British force are close at hand we may shortly look for news of a different character from that which we have been lately receiving. In the meantime, in estimating the present position at Ladysmith, it should be borne in mind that General WHITE is the "bosoms of our families." acting on the defensive and holding in check a formidable invasion: The Boers adopted the policy of precipitating hostilities in order to make a desh into Natal before the full British army was in the field. For that purpose they have seembled a very large force, characterized, as above noted, by extreme mobility, and it is evident from the results so for that the force, undisciplined though it is easid to be. is handled with considerable taction skill and is able to give a good account of itself. According to a telegram of the 30th October the strength of the force trying to invest Ladysmith was estimated at from sixteen to twenty thousand. It is difficult firers arrived during the light and their fourth to say exactly what General WHITE'S force | shot disabled one of the sacmy's singe guil is at the present moment, but according to a which had a longer range than our field Arth telegram dated 12th October there were at lery.

that date eight battalions of Infantry, six Field Batteries and a Mountain Battery, and four regiments of Cavalry at Lady smith and Glancos. The only reinforcement of which definite information has been reccived is that of a strong Naval brigade, but. it is to be presumed that other troops have also been sent up. It seems, however, that General Wirre is fighting against odds and is in some danger of having his communications cut. Whatever his force may have been originally and with its subsequent additions, it must now beloss by some five thousand or thereabouts, owing to loss by capture, in killed and wo unded, and by sickness. A feeling of relief will be experienced when news is received that reinforcements have arrived and that Lady-

Mr. Ho Tung informs us that Mr. Kang Yuwei has moved to 16. Hellywood Road, where he intends to remain during his sejourn is Hongkong.

On Wednesday in the Hongkong Football Club's six-a-side competition Lowe's team beat Greene's by one goal to nil. This result decides the competition in Noble's toam's favour. Their record is 9 points out of a possible 12.

It is stated that the marriage of the Prince Imperial of Japan is fixed for next spring, There was some idea of an Occidental trip for the Prince before the ceremony, but the present plan is understood by the Japan Mail to be that the marriage shall take place first-

The V.F.C. Football team to meet the Hong. kong Eugineers at 4.30 to morrow at the latter's ground at Causeway Bay is as follows :- Gool. Brett; Backs, Howarth and Tachy; Half Backs, Loureiro, Craig, and Williams; and Forwards, Seth, Taylor, Dandy, Henderson, and Sulton.

Messes. Lamke and Rogge inform us that they have received a telegram from Messrs Wm. G. Hale & Co., Saigon, to the effect that quarantine has been taken off at that port The following telegram was received by the Government yesterday from H.B.M. Consul at Saigon :- " Free pratique grunted to arrivals."

We are requested to state that the annual sale of work in aid of the Barter Mission Schools will be hold in the City Hall on Tuesday, the 7th inst. Lady Blake will kindly open the sale, at three o'clock. By kind permission of Lient. Colouel Retallick and the officers of the Hongkong Regiment their Band will play during the sitermoon.

A cricket match between the Garrison and the H.K.C.C. will take place to-morrow. The following will play for the Garrison :- Rev. G. R. Vellings, Cape. Dyson, H. Hill, R.W.F. Capt. Waymouth, R.A., Capt. Tulloob, R. A. C. F. Mulliken, R.A., R. G. Thomson, R.A., Capt. Langhorne, R.A., Private Preedy, R.W.F.

We commence publication to-day of a series of articles entitled "The Nineteenth Century: A Retrospect," the contributors to which are Dr. Jessopp, Dr. Garnett, Sir Norman Lockyer, Mr. Justin McCarthy, M.P., the Right Hon. Sir Bichard Temple, Bart., Mr. Sydney Lee, and Mr. J. A. Hobson. The opening article. published to-day, is by Dr. Jessopp, the subject being "The Masses of the People Then and

Arrangements for the practice dances, on Wednesdays, 8th, 15th, and 22nd November. from 5 to 7 p.m., in the City Hall, in connection with St. Androw's Ball on 30th November. have been made. In addition to the bagpipes, music for the practice dances, for Roels and sent before 11 a.m. on day of publiculars. After that Caledonians, will be supplied by a party from hour the supply is limited. Only supplied for Cash the R.W.F. Band. It is hoped that this year Telegraphic Address Passe, 1.8.0. Code. ladies and gentlemen who enter St. George's Hall will wear daucing shoes so that damage to the floor may be avoided.

> Notwithstanding the severe sentences passed at the Supreme Court upon men charged with robbery being armed, there seems to be no diminution of this class of offence. Two exceptional cases took place on Wednesday night. In one case some eight men armed with knives visited the house of the signalman at the Penk, while the man was absent and stole mouey and property to the value of \$13. Subsequently three of the men went to the houss of the watchman, who was also absent. They attacked his wife, stabbing her about the head and neck and then tying her up, after which they took away meney and property to the vaine of

The Hon. Treasurer of the Alice Memoria and Nathersole Hospitals beg to acknowledge

The woman is now in the hospital.

with thanks the following donations to the funde of the Hospitals :-Kwong Wai Co. Kwong On Co. Tung Foo Tai Sing Tri Hong Knug Wo Hong Sabscriptions under 5 ...

A brutal robbery was committed at Bangkok the other day. It seems, according to the account given in the Bangkok Times, that about four o'clock in the morning the house of a Mrs. Clunis, in Windmill Road, was entered by a thief who went direct to the bedroom where Miss Clunis was sleeping. He at once seized her and proceeded to pull her carriage. She struggled and scroamed, but the thief wrenched the ornaments away, mutilating both her cara rather badly in doing so. There were a pair of brilliants in the ringe, worth it is said 4,000 ticals. These were the only things the thiof the Pharmacy, Queen's Roud Central, and filattempted to take, and of course he cleared ed his petition in bankruptcy on 15th Februaway as soon as he had got them. The other ary last. The immediate necessity for this peinmates of the house did not arrive on the tition was a writ issued by his late partner, scene (ill it was too late. Miss Clusie had, it from whom the debter purchased the business, seems, managed to recognist her assailant as a man living in the neighbourhood, and Chiefcourse of the day.

Hongkong is not the only place where members of the criminal classes are able to seence last, and he now applies for his discharge. I that Sekiguehi Shezo, who attempted, some more than 30 per cent, and that the only matthe Lish Fusiliers, the Gloucesters, and the time ago, to assessinate a maid-servent in the ter with regard to which any blame can be atemployment of a well-known British resident. proved, on investigation, to be an econped criminal who had committed seven murdors in Osaks and been senienced to pensi servitude for life. How a man who had perpetrated such a geries of crimes failed to pay the penalty with his life, and how he happened to be at large, we are not told. The story (remarks the Japan Mail) goes on to say that the gentleman whose household had been thus disturbed -Two omit names - subsequently engaged a man named Abe Sojiro in the place of the ex-assassin and took the precaution of reporting the fact to the police. The latter, on inquiry, found that Abe was an ex-gambler, who had been sentenced, four years ago, to five months' mprisonment. Pleasant people to shelter in

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS." Louwon, 31st October. THE WAR -CAPITULATION OF

A BRITISH FORCE An official report of yesterday's engagement states that the Trish Fusiliers, Glouces ters, and this 10th Mountain battery, detached to protect left flank, were obliged to explinite, after

GOOD EXECUTION BY A

NAVAL BEIGADE A powerful Naval brigade with heavy quick

ARRIVAL OF SIR REDVERS BULLER Sir Redvera Buller has arrived at Capetown. THE STRENGTH OF THE CAPITU-

DATED FORCE. Forty-two officers and about two thousand ven capitulated. They were surrounded in the

THE PRESS ON THE LADYSMITH

DISASTER. The British Press, while deploring the disasfor at Ladysmith and suspending judgment pending details, my that the loss will not affect the issue, as Grent Britain is resolved to effect her object at any cost REINFORCEMENTS FOR SOUTH

AFRICA. The first battalion of the Suffelks, the Essexes, and the Derbyshires have been ordered to mobilise. The Gordon Highlanders and, the Scots Greys sail on Wednesday.

FRANCE IN AFRICA. Major (or M.) Bretonnet, with two French officers and thirty Sonegalese, forming the ad vance of the Gentil expedition, have been killed fighting at Rabah.

SHANGHAI RACES.

THIRD DAY, THURSDAY, 2nd NOVEMBER The FLYAWAYPLATE; value, Tla. 150; second pony, Tla. 50; for China ponies. Weight for inches as per scale; entrance, Tls. 5. Bevan.

furlongs. Standard Rose

The Dealer

and a quarter.

Time. 2min. 55sec. The Cosmopolitan Cup; value, Tls. 200; second pony, Tls. 50; third pony, Tls. 25 if weight for inches as per scale; winner at this ing north at the time. The wells were sounded. Chief on the foreign stations and the Admiralty. meeting 5 lbs. extra; nuplaced ponies atlowed 5 lbs. entrance, Tls. 5. One mile and three quarters.

Time 4min. 9 4/5sec. The GRAND STARRS; value, Th. 150; second pony, Tla. 50; third pony, Tla. 25; for China ponies, being bond fide griffins at date of entry; weight for inches as per scale;

Shut-el-Arab. 2 Apostrophe ... Tima 2min. 14 1/5seo. The Pari-Mutuble Cup; value, Tls. 160, added

to a Sweepstakes of Tla 5 oach; first pony to receive 70 per cent, second pony 20 per cent.; third pony 10 per cent.; for China ponies; weight for inches as per scale; grifflus,. at date of entry allowed 7 lbs.; now carters, and winners at this meeting, 7 lbs. extra. One mile and a half.

Tha Broker Time, 3 min. 28,3/5 sec. The BIANCHU STARES; value, Tls. 15 0; second pany, Tls. 50; third pony, Tla. 25; for China ponies bone fide griffins at date of entry, that have run and not won a race; weight for inches as per scale; entrance, Tis. 5. Onemile and a querter.

Duncer Time, 2min: 53.1/5 sec. The CONSOLATION CUP: value, Tis. 150; second pony, Tls. 59; third pony, Tls. 25; for No. 2 stream anchor to keep the ship from for ponies that have run at this meeting and driving further on to the beach, and opened a not won a race, and have been entored other sluice todrain the water from No. 2 hold. At 5

Rio Grando Pime. 2min. 45.3/5secs. The CHAMPION SWEEPSTAKES, value, Tis. 350;

second pony, Tis. 100, third pony, Tis. 50 forced entry for and open only to winners at this meeting : weight for inches as per-scale ; each pony entered to pay five per cent. of the value of the stakes and prizes wen. One mile and a quarter. Damaskus ...

Time, 2min. 47.4/5secs. SUPREME COURT 2nd November.

IN BANKRUPTCY JURISDICTION

BEFORE HIS HON, W. MEIGH GOODMA (ACTING CRIEF JUSTICE).

RE JOHN MCIVER.

Bankrupt applied for his discharge unde section 27 of the Bankruptcy Ordinance. 1897: His Lordship said - The bankrupt entried on the business of a chemist and druggist a to enforce payment of the balance of the purchase money which had remained unpaid since 1897. A receiving order was made on 20th February, 1899, and the debtor was adjudicated bankrupt on 13th April last, His public examination was concluded on the 7th September er, that the total dividends will not amount to tacked to the bankrupt is his omission to stock at regular and proper intervals; so as know his position as a business-man. There is no impulation of any fraud or extravagant liv. ing. He started the business with insufficient capital and with borrowed money, which the profils have not enabled him to repay. In all the circumstances, the Court grants an order of discharge but suspends its operation for a term of six months from this date.

RE CHAN A MAN. Chan A Man (alins Chan Chap Shau), carry ing on business as Kang On Wo, also applied for his discharge --His Lordship said :- This is also an appliation for the discharge of the bankrupt, who formerly carried on business as a merchant exporting rice and sugar to Japan, importing, through Lis local agents there, general morchandisd His Hongkong office was in Bonham Strand West He filed his petition on 7th April, 1899 in consequence of write being served upon him by rice and augar merchania The adjudication in bankruptoy was on th September fast, and his public examination was concluded the some day. The dividend is not likely to amount to more than live or my percent. It appears, from the report of the Official Receiver that the bankruptoy is to be atterbuted solely to losses in business operations amounting to \$54,000 owing to the sudden fall in the price frice in Japan in the early part of this your and at the end of last year. In other words, the bankruptay may be attributed to business minfortunes. The books appear to have been accurately kept and the bankrupt appears to hars rendered every sasistance to the Official Receiver in the bankruptcy proceedings. I the circum stuness; the Dourt grantes discharge but on account of the smallness of the dividence

suspends the operation of the order as required

by law The period of suspension will to six

THE STRANDING OF THE SHAN ashers they considered I was in fault and re-

MARINE COURT OF ENQUIRY -- CAPTAIN FRAMPTON BEONEWATED. A marine court of enquiry was bold at the Harbbur Office vesterday morning for the purpose of enquiring into the alreumstances connected with the stranding of the British

steamship Shanting, of which Mr. H. C. D. Frampion was master and commander. The court was constituted as follows - Com mander, R. M. Rumsey, R.N., Stipendiary Magistrate; Staff Commander R. J. Rogers; R.N., of H.M.S. Tomar; Captain J. H. Rin & pronimity to land, the ship was marigated by der, of the Coptie; Captain P. H. Rolge, of the Ynensang; and Cuptain J. A. Morris, of the

The letter of Captain Frampton asking in enquiry was rend. The warrant constituting the Court was rea Captain Frampton said be was formerly master of this Shortung but was not in command now. He hold a master's certificate dated 31st October, 1865, issued at Plymouth. He had been in the Shantung since 1892, and had been Captain the whole of the time with the exception of six menths when he went bome. The

Shantung was owned by Butterfield and Swire. They sailed from Samarang on the 5th July on a voyage to Hongkong with a full cargo sugar. The draught of the ship was 24 feet 6 in aft and 21 6 feet forward. There was a full complement of orew and the ship was properly found. On the 8th July he made up his mind only reached Natal a fortnight ago. to coast down the Island of Serais, the weather being fine. He was about 24 miles off the coast then. His object was to find out whether there was a wreak there, as he had reason to suppose there was: He therefore gave intractions to the second officer to get out the chart, and having found from the chart that there was deep water close to the reef and that there was

without delay by the chief officer and third and War Office at home.

They found the ship was making The Army and Navy Committee of the Westo save life and property, and he did so. After are open to the use of the men irrespective of beaching he had to keep the engines going slow dreed. shead to keep the bilge injection at work. All

moderately quiet for a time but bumped water was not rising. The bilge injection | venture to hope, present the outlines of the beach. The ship gradually drove closer stopped. He went on board and requested the captoin to go to Singapure for assistance. At 5.30 p.m., the Hupeh loft for Singapore. The

wise than in the Shaughai Stakes, weight for p.m. the water gained from No. 2 hold into and Nevy Committee, the building and its inches as per scale; entrance, The 5. Once the engine-room and he shut the shuice privileges will be open to all who seek them, again. At eight o'clock the next morning and denominutional differences will, as far as he aguin opened the cluice in No. 2, hold and then look the third officer with him to will comprise beds, billiards, tomperance resound round the ship to see if it was possible | freshments, and corrent papers. There will be to get her off. He did not take note of the a ball for concerts. The financial assistance of soundings. After beaching the ship he sent the second officer to get the position of the soldiers and sailors is carnestly and respectfully rock, but he was not successful. He took a solicited bearing from the ship-south 45 west true. At 6 a.m. on the 13th be went away with the third | Soldiers and Sailors Institute? Is not this mate and buoyed out the channel. At 1 p.m. the sufficient? There has been such an Institute thip was bumping heavily and he took some for years, but it has never furnished anything cargo from No. 1 and 2 holds. During the like the necessary attractions. Nor is it possinight the ship ranged about considerably and | blo that any rented building, probably but ill: bamped hearity. At 6 o'clock on the morning adapted at best, especially with the enormously of the 14th he eighted a steamer to the west. high rents obtaining in Hongkong to day, can ward, she proving to be the Mercury. He ever offer incilities for a setisfactory Home, subsequently sighted the Hupeh. They man- Moreover, the exigences of Hongkoug life have aged to get three "tonkange" alongside which | made it-necessary for the Committee to change the Hupak had brought down, and at 2-30 pin. its location three times within a year. Those they began discharging sugar into the tonkangs, who know it best, and the good work it has They filled the tonkangs with sugar, but they done, are frank to confess that semething there were mable to get away to the Hupch owing to complete, more homelike, more adequately furnthe weather. On July 15th the diver went down ished-in a word, a modern building which shall and reported he could find no damage on the furnish better accommodation and offer more port side forward on the bilge keel. Ate leven attractions-to an absolute necessity; Such a o clock in the forencoo on the 17th July, at high | building is now comtemplated. When comwater they went astern and got the vessel off plated it will be a predit to the Colony and the reef into four fathoms and a half of water | blessing to the men. We renture therefore to The draught mas 23 feet 7 in. aft, and 22 feet | hope that all who are able, ir respective of nation six inches forwards. Finding that the ship did blity and creed will stop forward and belp us in not make more water he west out and anchorod in 19 fathonia of water. The wrecking pumps were kept going the whole time. At 5.52 a.m. on the 18th the steamer Centaur for Singapore and Shanghai Bank, or to Rev. C. BONE, come in night, and he sent the chief officer to

Singapore in her: On July the 19th the divers reported the ship seaworthy, and at 6-15 a.m. on July 22mi they started for Singapore, accommuned by the Mercury and the Hupch, arriving on Monday, the 24th two minutes past noon, being fast alongside at 1.15. The pumps were kept going as the ship lay alongside the wharf, and the rest of the cargo was taken on

The cour saving consulted for a few minutes Captain Frampton was recalled, and in reply to questions he said soundings were taken about two minutes after the ship struck, .. He found seven and a half fatheins. They were at the least three quarters of a mile from the shore. at the time of the cosmalty, said be was not on American Colonies, was they used to be call deck when the ship struck. He did not know had come to an and in 1788; by the recognition that the Captain intended going in close to of the United States of America as an independon deck immediately after the ship struck. He raging as it had been raging for seven years. sounded the well right away and found the ship. The national debt had been rolling up by leaps beaching the ship and he agreed that it was mous total of £502,000 in 1801, and the necessary After beaching everything was done | charges on the revenue, for the mere payment

in his opinion which was possible to stop the of interest on this immense indebtedness exceeded Frederick. Harmes, who was second officer of of the country, that is the whole sum reised by the Shunfring at the time of the ensualty, said he taxation direct and indirect, amounted to nearly intended goling in close to the Island, as he 1301 three-quarters at a mile. No soundings were there were 33 fatherns of water on the chart. No schudings were taken. They sounded that well and found the ship was sinking

know why the emonity was not beld at Singahave an enquiry and they said no what anions the in at his windows severy sieg that wagged his more called, which were the resert of the most owners asked in Hongkong. They also told tail every horse that carried a saidle, every gig were called, which were the resert of the most him that if the owners had wanted to have an that ran on the road, every owner of tababee I deprayed and rookless of both sexes, where robenquiry they would have telegraphed down and every pound of ton; the het ou his head the beries were planned and vice was rampout. A instructions. When he came to Hongkong his shoes on his feet—all worst of all vite system prevailed of encouraging spies to butters usked him shout an eachiry, and he hay much wome than all every pluch of salt consert with the outlaws till they could obtain replied that he simply took the adjec of their paid duty—it was 10s a bushel in 1800, Taked to information for which a reward was offered.

and said that owing to my having gut the ship to pay for salting the other balf!

mested me to hand over the command to an What an odd idea of fun people must have who retors. Then the informers sold their associ-The Chairman Did they suggest you should.

Captain Prampton-No, they did not suggest onything, but they said that if I had an enquiry and I thuld diear myself it would be a point my farour, mouning, Lauppose, that they would minstate me if I came mut all right or do something in my favour. They made no definite

In their finding the court by The Court is of opinion that with the exception of omitting to use the lead in close but as this omission door not appear to have contributed to the casualty, and he in the subsequent proceedings commendable energy was isplayed, the court do not consider it necessary to deal with the muster's certificate.

TEE CAPTURE OF BRITISH TROOPS IN THE TRANSVAAL

LIEUT, ROLMES AMONG TER PRISONERS. Among the officers of the Krish Fusiliers captured by the Bosin is Lioutepant Holmes, colony, who has been connected with the registry little it was in the prespecity. The treaty suite it is considered to the punishment of death ment about four years. He was first stationed. The Post of Amienaghs signed the punishment of death at Allahabad. From there he want to Burgator the post of the po tioned when ordered to promed to Natal Mr. Holmes has received a talegram from the and of War Department at home informing him of his son's fate.

NEW SOLDIERS AND SAILORS' HOME, ARSENAL STREET.

COMMUNICATED ! no reason to suppose there was any danger of To all who have the social intellectual, moral, rocks he made for the coast. Hg took charge and spiritual welfare of the Army and of the deck himself after one o'clock, Seraia Royal Navy at heart, it is appalling to think The RACE CHUB CHALLENGE CUP; raine, Tis. Island being then abeam south 79 east, and of the many templations, in Hongkong, to which 500; for China ponies, being bone fide the estimated listance about three quarters of a the defenders of our commerce, our liberties, griffing at date of entry. To be won at two mile. On approaching the land he observed an and our lives are exposed. Drinking saleons conscoutive meetings or three times in all by object which appeared to be a wreck on the and brothels abound, in which our countrymen ponics the bona fide property of the same beach, and also a which appeared to spend their money, deaden their moral canal owner or owners; entrance, Tls. 10; 70 per be a Europeau beat. To make certain there bilities, and in many cases ruin their health. cent to the first pony, 20 per cent. to the was no one there requiring assistance he set the On the other hand, the attractions, and helps second pony, and 10 per cent to the third course back to run parallel to the land, the to a better life are not what could be desired. pony until the cup is finally won, when the chart giving plenty of water. At 2.30 p.m. The same dangers and temptations threaten second pony will receive 75 per cent and the the ship struck on a rock or rest. They were men in all great military and naval centres. third pony 25 per cent, of the entrance fees; going at full speed at the time. He was afraid Heaven-elect ladies like Miss Westen and Miss weight for inches as per scale. One mile she had struck a pinnacle, so he did not stop on Robinson have long been at work founding the instant, but at 2.32 p.m. he stopped the Soldiers and Sailors' Homes in important milioughnes and the vessel came over and he went | tary and naval stations like Portsmouth, Plyastorn to got her away. During this period mouth, Gibralta, and Maits. At first this he took a bearing of the 864 feet hill, which movement, like many a good work, was frowned. boro north 70 east true, ordering the second upon and opposed, but it has outlived its detracofficer to take the bearing of the south tors, and the Homes are new highly appreciated point of the Island, which he did and re- not only by those for whom they have been ported south. 45 east true, the ship's head be- specially built, but also by the Commanders-in-

water very rapidly in the forehold and No. 2 leyan Church has for many years deveted it hold and the chief engineer reported that the energies and its available funds to this purpose water was rising in the engine room. He ac. and has helped to build some thirty of these cordingly deemed it prudent to beach the ship Homes in different parts of the world which

Hongkong, situated as it is on the very out boats were swung and every precaution taken skirts of the British Empire, in the Far East, to save life. It was about 3.40 p.m. when the bas always been, and must continue increasingraces, 7 lbs. oxtra; entrance, Tls. 5. One the second officer in the life-boxt cutter centre. A hirge garrison continues to reside with one Malay quarter-muster and three here, thousands of the Royal Navy flook in Chinese hulors to Sarawak. The vessel lay upon as during the winter months. Yet up to the present no adequate Home has been proheavily in the night. The wells were sounded vided. It is now proposed to supply this desid: during the night and it was found that the eratum. The following statement will, we was kept going. At daylight the next morning scheme and give a clear idea of the scope of the he sent a boat ashore to find a landing place on task on which a few of us have set our minds. "Sir George II. Chubb and a few other on the shore. At 4 p.m. the company's steamer | Wesleyans who are specially devoted to the Hupeh have in eight and in response to signals | moral and social welfare of the Army and Navy on the occasion of Her Majesty's Dismond Jubilee, determined to raise a fund for the express purpose of building Soldiers and Sailors' bilge injection was kept going all the night and Homes in different pacts of the British Empire. the engineers were kept at work to try and stop A considerable sum was enbactibed. In no the lak Al 5 to a m on the 10th he was a six part of the Queen 4 dominious, probably, is a inch rope asliere from the stacheard quarter and thoroughly modern and adequately farnished. made it fast to a free to keep the stern of the Home, which shall be conducted on total abstinvessel from going into deep water. Not thinking | enca principles, more needed than in Hongkong. that sufficient be laid out a stream anchor in the In view of this fact, the Wesleyon Chaplain same quarter with a wire rope attached. He and a few friends brought the needs of the also laid out a kedge enohor on the starboard Hongkong station before the notice of those in bow with a wire rope attached. The engineers | England who are responsible for the admini-During the night the weather was moder- The Committee has generously voted £1,000, or ately fine, but the ship bamped occasionally. On \$10,000. But the building and furnishing of a the following morning, July 11th, he laid out commodious and attractive Home cannot be less

then \$18,000; there remains therefore \$8,000 to be raised. Although, technically, the Home will be under the control of the Wesleyau Army possible, bu tigidly excluded. Those privileges all who may be interested in the welfare of our.

But it may be asked, is there not already

this good work. Cheques may be made payable to the Wesley an Soldiers and Sailors' Home Fund Hongkong

Gleniffer, Kowben. THE NINETEENTH CENTURY A RETRÖBPECT.

Y JESSOPT, D.D.

Author of " Aready of or Better for Warse," &c.

When the 18th century came to a cluse King George the Third had been already forty years upon the throne He had still twenty years of James Gibbs, chief officer of the Shantung severeignty before him, The war with our making water. The captain consulted him as to | and hounds till it had actually reached the onor-

twenty millions a year; while the whole revenue

wee on the bridge when the Caplain teld him he | thirty-seven millions sterling for this same year, thought there was a boat on the beach. He At this lime the population of England and went and got the chart for the Captain. When Wales was only a little over eight and a half passing the south point of the island he took a millions. That of London counted far less than four point bearing, and it gave a distance of a million, and not another town in the Island could boast of a hundred thousand inhabitants: taken till after the ship had struck. After Thus at the beginning of this century, taking striking the Captain remarked to him that the average, avery man woman and child in Ingland and Wales was liable for more than E4 n year for the taxation of the country, and in one form or another was actually contributing

The President and the court would like to to raise this prodigious annual oggregate. Yes! Everything that our fathers put into los, a bushel in 1805, insomuch that I have Among these wrotohes perfect secretary was pre-The Chairman - Why did you leave the ablu? heard an old man say, perhaps with exaggers, served until a Forty pound crime was Captain Frampion-Because they wrote down tion, that his mother sold half a log's carease "committed that is a crime so serious that the

talk of the good uld times, and may in a light lates frosly. hearted way-"The former days were better

How did the people pay these enormous taxes? It mems a very odd answer to this question : yet it is an answer that is more than half true, that the payment of the taxes was rendered possible by the dearness of the people's food Dering the last ten years of the 18th century there was hardly an offence against persons and there was a great falling off in the barvest over the whole continent of Europe, and this adfauced the price of pern in our own island. In to abeliab that dreadful soutenes in the case of 1800-180L the import of corn from abroad those who had stolen goods of no more than the amounted to less than a million and a half value of flow shillings! The Bill was rejected husbels of wheat—the quantity grown among While it was being discussed a child ander us was verging towards soven million quarters. ton was lying in Nougate nuder sentence of But the price of wheat rose actually to fourteen death for pillering from a shop! How many shillings and sixpence a bushel in 1801, and more wretches of both sexes and of all eges were the import duty on the corn from abroad langed mercilessly during the next 27 years it contributed largely to the national income. Walronking to think of Lt was not till the very As the price of corn rose rents rose in the end-rollettle region of William IV. that a same proportion. The landlords were taxed— serious attempt was made by Lord John the timants were taxed but each paid his quote Bussell to count the penalty of death in without much murauring, and both one and proping one of contal offences and to the other like fighting cocks; but they were remaining it in ten cases still remaining. The living in a fool's paradise. The crash came at mountry sad not become law till some years later, last. As for the tillers of the soil they (per- when our present angen had asouded the throns. son of Mr. H. J. Holmer, solicitor, of this hapathecan believ paid no taxes directly) shared. The labours of the Criminal law Commission re-

> forest attime to the would or not we had juries were all remors lessly hanged. It used no object to have to have the farmers, and to be said in the so days—"It you don't hang the but by 1815 again an active came. The routal of the dangerous dances. But our grandfathers of England and Wales there had size to had hearts and some pity in them; and men 236,000,000. It may be doubted that the and women revolted from the thought that an-

> anxiety of all classes increased elarmingly. The put the law in motion against the offenders. army and pavy were reduced. The manufac- The habitual and professional thieves were a tories had increased their output, trusting to recognised class who enjoyed a strange immuthe monopolies which the war furnished them, nity from punishment just because "the extreme and now the demand was largely diminished, popully of the law" was the only penalty. The rich found themselves suddenly poorer—the Who was going to hang a gipsy for loitering thrifty found that the value of their securities about the lines—or to inform against a smugwas stoadily falling to the vanishing point. The Loter for bringing a keg of hollands ashore from Lonly industry which continued to flourish dur- his smack-or to denounce a bold posseher for Ing these disastrous years was the cotton spinn- killing a buck in Epping Forest and dividing

more than trebled. It was among the labouring classes, however, that the agony and despair that was felt through all ranks more or less -barst out into flames of passion and violence, threatening to bring on wild anaroby up and down the land

revolt in the eastern counties. It was a revolt of the most insensate and foolish kind. The poor agricultural labourers only knew that they were half starved and miserable; they thought that no one pitied them, they believed that the whole fabric of society was against them that social order meant only legalised oppression of themselves. So they were the first Nihilists, they were for blind destruction of everything that could be destroyed. Poor fellows; In ship was beached. At 6.30 p.m be despatched by to be, a most important military and naval Suffolk every night the horison was lurid with an idiotic notion that this might be brought about by hurting somebody engaged in the wretches went about with flags on which were for burglary and robbery.

So much for the year 1816! own ends-the other did not know how to combine at all. So all sorts of risings were talked of during the next ten or fifteen, years, and all sorts of acts of irrational revolts, too numerous allow of more than glanding at. The Mid lands were disturbed by the threats of brawlers who sitempted to march upon London. This resulted in the March of the Blankoteers. 1817. It was an absured and entirely futile affair, but it shows how shamefully cowed were the property classes when the spirit of lawlessness was abroad. During this same year pwever, there were really serious outbreaks Leicester, Nottingham, Longbborough and above all at Derby. The "authorities had not yet learnt the very first lessons of keeping order. So it went on for years till matters came to another crisis in the furious riots of Bristol-when a drnoken mob, with the magistrates almost looking on, in broad daylight apon Sanday morning the 30th of October, [3] Stormed the Mansion House of the City roke into the Bridewell, the Jail the Bishop Palace, the Custom House and Queen's Square, then the fashionable quarter of Bristol and reduced them all to smoking rains; the bodies of the rioters who had dropped down deaddronk in the assault being left to roast in the

When things get to their worst they must peeds mond. But during those fifteen years that passed between my 1816 and 1831 the number of poor wretches who were committed for trial in England had a good sleal more than doubled. In 1815, there were 7,818 committals, n 1835 this number had increased to the enormous aggregate of 20,731. In both cases the proportion of men to women was about 5 o L. It makes one's blood run cold to think that, even when some of us were in out childhood, among every 7,2 persons, men, women and children, who were walking through the streets and lanes of city and country there was a jail bird to be found. The thing was so common that there was hardly any dispence in a man's being put upon his rial -the priminals would always

find good company If one asks to what are we to attribute this awful increase of crime and wickedness which years more much more than the most gorwent on, ever growing during the twenty years grous visious that ever burst upon the imaginapreceding the accession of Hor Majesty Queen for the abswers are many and various. In the wiser and better, more prosperous and happier first place the gross ignorance of the great mans it will be because the children of men themselves called of the people at the beginning of the 18th cannot be improved beyond a certain point—it century can hardly be imagined now. There was no thought of sducating the masses till have a look at the above of the island. He was ent republic. The war with France weastill, Brougham introduced a motion into the House of Nothing came of it, and it was not till 1834 that a wratched grant of £20,000 was voted in oid of Education; the money to be spent in small grants here and there. But the great bulk of the wage anthers wore wholly illiterate

sented their Report on the state of education of the country in 1839; Not till forty years later was education made compulsory upon all plasses. A new ora begon. The second great outles of the horrible prevalence of crime in the country during the first ball of the contary was the almost incredible absence of anything that deserved the name of a police excoutive. In the towns coury little parish had its one constable as was the case in the country. villages. The constable was elected arqually. but he had no authority outside the parish bounds. When a riot took place the threatened a breach of the pence, the magistates swore in a hatch of special constables andgare them their mouths or put on their backs was taxed, all a staff of office for the occasion. Even in Captain Frampton said he reported the matter | from the nour man's brend to the rich man's London the thieves reamed about after dark at to the Harbour Master at Singapore and saked wine; from the labourer's smook fronk to the inost without fear -every man had to defend him if an enquiry was necessary, and he said no: Duke a monthe; from the land that the farmer his own house from burgious as best he could, He also saked their agents if they would like to filled even to the very light and nir that came. The streets were seenes of the wors kind of

when a committee of the Privy Council pre-

And this was "merry England," was it? reward of £40 for the detoction of the perpet-

Perhaps the most potent owner which tended make the poor, ignorant, the miserable, and the depreyed reckless in their deliance of the laws was the ghestly ferocity of those very laws which were aimed at punishing crime, Fill Sir Samuel Rivailly, in 1810, set himself to bring about the Reform of the Criminal Code. property which was not nunished by death. The first Bill introduced in that year proposed

will be our hands were and pickpockets, and shoop stesiers, and per-The times agriculture that forgers and body snatchers should be kept the control than hereto alive at the public expense must be a feel!"

Hanging was a chesp way of getting rid cont of agriculturalland of the country at the other man e blood was upon their heads if they

present moment is at all more than than this, proceeded against him for picking their pookets or indeed whether it yields such an annual pratealing their boots. Hundreds, may thoureturn

As the year 1816 advanced the distress and parished pecause people would not, could not, ing. We imported 50,000,000 pounds of Ameri- the caronso among his neighbours? So the

can cotton in 1813 -in 1818 this importation had rogues had only to take care not to go too far and they could levy blackmail upon a whole countryside. There was a regularly organised gang of robbers at Wickmar in Gloucestersbire who succeeded in evading the law for seven years. They were some fifty strong. They never stole upon a large scale-half growns (observe In May, 1816, there was a downright agrarian not five shilling pieces) to the value of fifty pounds-twenty flitches of bacon, pots and pans, and old clothes were found hoarded up in their cave when the constables came upon them at last, and arrested thirty-one of them, apparently all at once. This was in 1826. What became of them? I can't tall, but I think it well nigh ourtain that a large proportion of the poor wretches were sent to the gallews.

This is a sickening subject. It hardly bears writing about. What impresses itself upon the mind of most the glare of incendiary fires. Threshing etudents of the earlier half of this century is the machines were sussked by wild gangs of savage fact that during that half century the state prestures, gaunt and furious. Even floor miles of the country villages and their inhabitants. were gutted. At Brandon a huge mob which was certainly better than that of the towns. which found a voice proclaimed that corn should | The rural population had some supervision, and never be sold above a maximum price, and with some sort of organised government. The village communities had not outgrown the old machine-Fry of their constitution, if I may use the word. trade they first looted and then pulled down the The squire and the parsen were for the most houses of butchers and bakers! Those poor part resident, and exercised a certain amount of personal influence, and though the administradaubed "Bread or Blood !" In the Isle of Ely tion of the poor laws was abominable, yet even some hundreds of rictors marched into Ely. | they began to be reformed after a fashion long There was no one to result thom, they had before any radical improvement were carried out possession of the town for two days and nights, in the government of the towns. In 1840 there and the neighbouring village of Littleport, was a district in Liverpool where 2,500 "houses" descried by all its well to do inhabitants and were divided into 2,922 "tenoments" besides given over to actual piliage. Yet in all this we 1,843 cellars, all densely inhabited, and the celread of no lives lost and little or no resistance. lars without any sort of receptacle for filth and At last the military were called in. The mu offal of every description. At Manchester, in jesty of the law was vindicated. Thirty-four 1839, there were 42,964 persons hearly one persons were convicted and sentenced to death with of the whole population -admitted as patients in different medical charities. During the same year it was said that the dwellings of What had begun in the country districts the poperatives were indescribably and frightfully centres of manniacturing industry. There land and Nottingham ; while in Birmingham were enthroaks lawlessness everywhere. The there were 49616 persons living in courts nardangerous classes had began to know their row, filthy, ill-ventilated, and badly drained. strongth or rather the weakness of the men of In the large towns of Scotland the deorder. The one learnt to combine for their gradation of the poorer chasses is described as

surpassing anything we can form an idea of from the most wratched parts of England Meanwhile the railways had only begun to be constructed, which since then have been doing their wonderful work in civilising the people in spite of themselves. The largely increased traffic of manufactured articles which the growth of trade and commerce was distributing up and down the land was carried on by the canals. These were navigated by a class spart and were necessarily a migratory class. They could not be said to belong to any parish, they were born and bred (?) on their barges -whole families of them. It was nobody's business to look after them. Except ou the Duke of Bridgewater's canals they were absolutely neglected, their language foul, their babits brutal, their manners indescripable. The "bargoes" were a great deal lower in the scale of humanity than the gipsies. Even to the present time they have remained a neglected class, though their representatives nowathys are polished gentle. men as compared with their progenitors of fifty years ago. "What!" said one of these poor fellows to a good clergyman at Preston in the early forties who had been lending and ministoring to him in a long illuess-" What! You don't mean to say as your Saviour died for poor

When a man begins to write upon such a ubject as this the difficulty is to know when to stop. To treat it even superficially would need not an acticle but a volume. As for this particular article it is only just a diffing up the curtain -and peoping under it it expant be. called raising it. But man and brothren, while we are preparing to celebrate the dawn of a new century, let us not be chary of our gratitude to this century that is passing from us; It has been a glorious century, and the work done by the men of that contary has been giorious work work that has changed the face of the world. If the progress that has been going on all round during the last hundred years, the physical political moral intellectual progress of the people of these islands, abould continue to go on at the same page for another hundred tion of prophet or seer or poet or other dreamer Victoria to the throne, the answer is not simple, will be realised; and if mon are not as the result will not be because by that time there will not have arisen a new heaven and a new carth.

LATEST STEAMER MOVEMENTS

The Austrian Lloyd's steamer Poseidon left Moni for this port on the 1st instant. The N. D. L. steamer Koningsberg, from Hamburg, left Singapore for this port on the let instant, and may be expected here on or

about the 6th inst. The T. K. K. steamer America Mara, with mails, &b., from Sau Francisco to the 14th ult. via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Kobe. The C. P. R. steamer Empress of China arrived at Kobe at 10.30 p.m. on Tuesday, the Sist October, and left at noon on Wednesday. the 1st November, for Yokohama, where she was due to arrive at mon yesterday.

The N. D. L. steamer Hohensollern left Nogasaki on Thursday at 4 p.m. and may be expected here on Monday morning. VESSELS IN DOCK.

ABREDERN DOORS .-KOWLOON DOOKS.-Isla do Cuba. Isla de Lawon, Simia Liberal, Petearch, U.S.S. Oregon, Yues inc. Culgos, H. M.S. Endymion, Indepen-COMMOPOLITAN DOCK -- Don Juan de Austria.

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Hongkong, 1st November, 1899.

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VESSELS KXPECTED. THE PRENCH MAIL. ON LONDON .--

The M. M. steamer Yarra, with the French mall of will leave Saigon on Wednesday, the lst instant, at midnight, and may be expected here on or about Saturday, the 4th instant. This Packet brings replies to letters despatched from Hongkong on the 2nd September.

The T.K. K. steamer America Maru with the American mail will leave Yokohama on Friday. the 3rd instant, at daylight and may be expected here on or about Saturday, the 11th instant. The C. N. Co.'s, steamer Chingin, lef Sydney on the 18th ultimb, for Hongkong vis

The E. & A. Co's. steamer Australian from Sydney, left Port Darwin via Timer and ON BOMBAY. Manila, for this port on the 28th ultime.

The steamer Kumsang, from Calcutta and ON CALCUTTA,-Straits, left Singapore for this port on Tues-

The N. D. L. steamer Konigsberg, from Hamburg, left Singapore for this port on the lst instant; and may be expected here on or The N. P. steamer Queen Adeloide sailed from Portland, Or, on the 15th altimo, for The steamer Birchtor left New York on the

24th ultime, via Suez for Hongkong, China The P & O. steamer Nankin left Bombay The P. &. O. steamer Japan left Singapore

OUTWARD.—10th October. - Ayr. Konigsburg 13th October .- Henlomond, Inaba Maru. 17th October - Tantalus, Arab, Avala, Queen Cristina, 20th October—Patro-clus, Socotra, Telena, 24th October,— Ambria, Asama, Catania, Khalif, Konig Albert, Singapore. 27th . October Benal-

der, Glenariney, Oceanien, Kainakura Maru, Kirklee, Norman Isles. 31st Oct.

for the United Kingdom must be peated before 3 p.m. on Friday November, 10th. They are due in London on 17th December.—Senders of Parcels are, however, requested to post them

Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m. The authorised List of Mails issued in

connection with this paper is the one published twice each day in our Extra, which is corrected. to a much later hour than that given below. The Postal Guide for 1899, revised to date

For Singapore.—Per Java, to-day, the 3rd

For Haiphong.—Per Hue, to-day, the 3rd For Singapore, Penang and Colombs.-Per Kawachi Maru, to-day, the 3rd instant, at 11.00 For Singapore.—Per Chanshan, to-day, the

For Chinking and Hankow,-Per Dagmar. For Kongmoon, Samshul and Wuchow,—Per United Ashestos Wuchow, to-day, the 3rd instant, at 4.00 p.m. Do. Founde For Manila and Caba .- Per Venue, to- Wanchai Wareh'se Co. For Misumi .- Per Ariake Maru, to-day, the For Haiphong. - Per Hongkong, to morrow,

For Shanghai. - Por Choysang, to-morrow For Swatow and Bangkok. -- Per Choutai For Swatow, Amoy and Tamsui .- Per Haimun, to-morrow, the 4th inst. at 5.00 P.M. For Singapore, Penang and Calcutta.-Per Lightning, to-morrow, the 4th instant, at 5:00

For Kongmoon, Samshui and Wuchow.-Per Samshui, on Monday, the 6th instant, at 4.00 For Kongmoon, Samshui and Wuchow.-Per Wuchow, on Wednesday, the 8th instant, a

For Kongmoon, Samshui and Wuchow -Per Samshul, on Friday, the 10th inst., at 4.00 P.M. For Nagasaki, Kobe and Yokohama.-Per Rosetta, on Saturday, the 11th instant, at 3.0 For Kongmoon, Samahui and Wuchew.-Per Wuckew, on Monday, the 13th instant, at 4.0

For Kongmoon, Samshui and Wuchow.-Per Shomsui, on Wednesday, the 15th instant, 4.0

MAILS BY THE FRENCH PACKET. The French Contract Packet Tonkin wil be despatched on BATURDAY, the 4th instant, with Mails to the United Kingdom Continent of Europe, and places beyond, vid Marseilles, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape

(Registration, with late fee of ten cents, up

will be despatched on SATURDAY, the 4th inst, with mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu Peru, &c., which will be closed as follows .--

10.45 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the

MAILS BY THE BRITISH PACKET. The British Contract Packet Chusan will be despatched on SATURDAY, the 11th inst. at noon with Mails for the United Kingdom, Continent of Enrope and countries, bayond, via Brindisi, to the Straits Settlements, Notherlands. India: Burmah, Ceylon, Aden, Egypt, Malta,

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dard Oil Co.

COMMERCIAL. TRURSDAY, 2nd Novomber CLOSING QUOTATIONS. EXCHANGE.

Telegraphic Transfer Bank Bills, on demand Bank Bills, at 30 days' aight Bank Bills, at 4 months' sight ... 1/11. Credits, at 4 months sight Documentary Bills, 4months sight 1/11 N PARIS --Credits. at 4 months' sight ... ON GERMANY .--On demand ON NEW YORK. Tolegraphic Transfer Bank, on demand. Telegraphic Transfer Bank, on: demand. IN SHANGHAL ---Bank, at sight Private, 30 days' sight ON YOROHAMA.-On demand. ON MANILA .-On demand On Singapore:-Sovenerous, Bank's Buying Rate, 10.88 GOLD LEAF, 100 fine, per tael 53.40

JOINT STOCK SHARES. COMPANY. PAID UF. QUOTATIONS. Banks-3125 340 % prem. Hongkong & Shai. China & Japan, prf. £4 nominal Do. ordinary :. £1 : £5. 58. Do. deferred ... Natl. Bank of China £8 \$27, Impera B. Shares Founders Shares

Sabo, eales

£8 \$27, buyers Bell's Asbestos E. A.... £1 nominal Campball, Moore & Co China Prov. L. & M.... \$10 pl4, buyers \$10 59.50, sellers China Sugar Cotton Mills— \$100 \$135, sellers Tis. 100 Tis. 624, seliers International TIs. 100 TIs. 72 Laoue Kung Mow ... Fis. 100 Fis. 75 Hongkong -100 \$60, buyers Dairy Farm Co. \$6, \$5,25, buyers

Fenwick & Co., Geo... \$25 \$121, buyers \$10 \$281, buyers Green Island Coment... H. & China Bakery \$50 \$25 Hongkong & C. Gas. ... £10 \$127 _ Hongkong Electric H. H. L. Tramways \$10 \$11; sellers \$100 \$1474, buyers Hongkong Hotel \$50 \$115, sellers \$25 \$125, sales. Hongkong Ice H & K. Wharf & G . \$50 \$80, sellers \$50 \$190 H. & W. Dock \$125 \$120 p. ct. prem. [\$775, buyera neuronoes -\$20 \$86, China Fire \$25 659, sellers China Tradera \$50 \$330 Hongkong Fire North-China £25 Tla. 190, ex div. \$20 \$4, pellers \$50 (243 Yangiza \$60-\$121 Land and Building-H. Land Investment \$50 \$109, sales Humphreys Estate. Kowloon Land & I West Point Building

\$10 \$10, sales & sellers \$30 \$28; sellers \$100 \$48, sales & sellers Luzon Sugar Charbonnages ce. 250 \$255, buyers \$180. sellers Great E. & C'donianh Do. Preference .. 60 cents, buyers 35 \$141, sellers Queen Mines Ld. 25c 50, cts. buyers \$5 |\$9}, sellers Oliver's Mines, A. .. \$42 \$6.25, sel ors Puniom Do. Preference ... \$1.50, sellers New Amoy Dock Steamship Coy. Chins and Manile China Mutual Pref Do. Mutual Cary Do. Do.

\$15 \$154 (0)65 \$50 \$90, sellers_ £10 £92, pelicts £10 £7. buyers £5 £3, 10s., buyers Donglas S. S. Co. \$50 \$474, sellers -.. Canton and M. \$15 \$29, tollers Indo-China S. N... £10 \$79, buyers Star Ferry \$743104, cellers Tobrau Planting Co. .. \$5 \$5, sellem

\$37 \$45, buyera \$10 \$16.25, sellers Watson & Co., A.S.... J. Y. V. VERNON, Broken

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HONGKONG HEGISTER Provious 1 On date 1 On date day 4 p.m. at 10 a.m. at 4 p.m. Lowest open air temperature on the lat. F. G. FIGG, Acting Director.

Houghous Observatory, 2nd Nov., 1809 MESSES. FALCONER & Co.'s REGISTER, 2nd Nov Barometer 9 A.M., 30.14 Therm. 9 A.M. (Wetbulb) darometer 1 r.m...30.06. Therm. 1 P.m. (Wet butb)74 Thermom. 1 P.M., 74 Therm. Minimum (over-Thermom. 4 P.M ... 75 night)

> HONGKONG TIDE TABLE 3rd to 9th November.

LOW WATHER RIGH WATER. Hongkong Hoight Hoo kong Magha The heights in the Tables merked with a minus sign from the below Lower-water Ordinary Surrice-Tides, and show to subtracted from the constant circu abuse.

The height of mean sectoral has been determined, from the del observations of 1887 and 1888, as 5.87 feet above sergs the tid gange at the Kewloon Tidal Observatory; and 18 hower-water Ordinary Spring Tides, to which delign the heights in these Tables are reterral, as Kell foot above.

(Paking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTA; BLACK SEA and Baltic Ports, North and South American Ports), PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. DESTINATION. (London with transhipment in Hamburg) MARSE (LLES, HARVE & H'BURG) (London with transhipment in Hamburg) 19th Nov. Capt. Burmeister (London with transhipment in Hamburg) December. Freight. * These steamers have superior accommodation for Passengers and carry a Doctor and For further particulars as to Freight, Passago, etc., apply to CARLOWITZ & CO., NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY). PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES (MARSEILLES, LONDOR, & ANT.) FRIBAT, 3rd November, at WERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID FRIDAY, 10th November, at YOKOHAMA DIRECT..... 4 P.M. VICTORIA, B.C. AND SEATTLE, THURSDAY, 16th November U.S.A., VIA KOBE & YHAMA MARSEILLES, LONDOR and ANT. | PRIDAY, 17th November, at WERP, VIA SINGAPORE, PENARG, > COLOMBO, and PORT SAID VLADIVOSTOCK, VIA SWATOW,) THURSDAY, 23rd November, AMOY. SHANGHAL, WHIHAIWHI at Noon. CHEFOO, CHEMULPO, & NAGASARI MANILA, THURSDAY ISLAND.) FRIDAY, 24th November, at TOWNSVILLE, BRISBANE. SYDNEY, AND MELBOURNE) Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and for turther information as to Freight, Passage, Sailings, &c., apply at the Company's FOR MANILA AND CEBU. Local Branch Office at No. 7, Praya Central. (Taking Cargo at through rates for ILOILO.) A. S. MIHARA, Manager. HE Steamer ·[12 Captain D. Imas, will be despatched as above CANADIAN PACIFIC RAILWAY TO-DAY, the 3rd November, at Noon. For Freight or Passage, apply to BRANDAO & Co., ROYAL MAIL STEAMSHIP LINE. Hongkong, 30th October, 1899. FOR SINGAPORE, PENANG, AND THE FAST ROUTE BETWEEN CHINA, JAPAN AND BUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HE Steamship VICTORIA, B.C. SPEED. PUNCTUALITY. Captain S. Belson, will be despatched for above ports on SUNDAY; the 5th inst., at Twin Screw Steamships 6,000 Tons 10,000 Horse Power Speed 19 knots . DAYLIGHT. For Freight or Passage, apply to DAVID SASSOON, SONS & CO., PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.). EMPRESS OF INDIA....Comdr. O. P. Marshall, B.N.E........WEDNESDAY, 22nd Nov., 1899 Hongkong, 1st November, 1899. EMPRESS OF JAPAN ... Comdr. G. D. Bowles, E.N.B..... WEDNESDAY, 20th Dec., 1899 EMPRESS OF CHINA ... Comdr. R. Archibald, B.R.B. WEDNESDAY, 17th Jan., 1900 TRE OSAKA SHOSEN KAISHA. FETHE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, said usually make the voyage TOKOHAMA WEVAN-FOR SWATOW, AMOY, AND COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FITHE Company's Steamship FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close "TAMBUI MARU," Cines, which passengers to Great Britain and the Continent are given phoice of. Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the oth November. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, 9, and 12 months at DATLIGHT. For Freight or Passage, apply to THE MITSUL BUSSAN KAISHA, SPECIAL RATES (First class only) granted () Missionaries, Members of the Maval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Hongkong, 30th October, 1899. The attractive features of this Company's route embrace its PALATIAL STEAMBHIPS second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's COMPAGNIE DES MESSAGERIES Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated PAQUEBOTS POSTE FRANCAIS. by the Company, and their appointments and Cuisine are unexcelled. FOR SHANGHAI, NAGASAKI, KUBE, For further information. Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, AND YOKOHAMA. THE Company's Steamship Captain Rogliano, will be despatched for the above ports on or about the 5th November. NORTHERN PACIFIC STEAMSHIP CO. For Freight or Passage, apply to G. DE CHAMPEAUX, Hongkong, 31st October, 1899. PROJOSED SAILINGS FROM HONGKONG: INDO-CRINA STEAM NAVIGATION COMPANY, LIMITED. VIA SHANGH M. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR MANILA, VIA AMOY. VILLE Company's Steamship BOR VIC ORIA, B.C., AND TACOMA FOR PORTLAND, OREGON. IN COMMERCION WITH Captain P. H. Rolfe, B.N.R., will be despatched NORTHERN PACIFIC RAILWAY CO. OREGON RAILROAD AND NAVIGAas shove on MONDAY, the 6th November, at TION CO. Captain, Sailing. This steamer has accommodation for First Steamer Tong, Captain, elass Passengers. For Freight or Passage, apply to JARDINE, MATHESON & CO., QUEEN ADELAIDE 2.832 F. McNair Nov. 18 ABBRGELDIE 3,777 J. Murray Nov. 11 SAINT IRENE 2,877 W. Attree Dec. 9 Mon SHIRE .. 2,874 W. A. Evans Doc. 23 Houskong, 1st November, 1899. [2739 CITY OF DUBLIN ... 3,328 T. R. Rae Dec. 30 ABBROALDIE 3,777 J. Murray Jan. 27 BRECONSHIEE 3,567 G.E. Elliott Jan. 13 "BEN" LINE OF STEAMERS. FOR LONDON YEA SUEZ CANAL. THE attention of passengers is directed to the very cheap rates effered by this Line to the THE Steamship PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED Captain Ferguhar, will be despatched as above HONGKONG TO LONDON, 247. on TUESDAY, the 7th proximo. Excellent accommodation. First class Table. Doctor and STRWARDES carried. For Freight, apply to Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES Hongkong, 27th October, 1899. HONGKONG TO NEW YORK, 241. A COLUMN TO NOT The Railroad travelling is second to none on the American Continent Magnificent Scener AUSTRIAN LLOY D'S STLAM NAVIof the ROCKY and CASCADE MOUNTIANE. The YELLOWSTONE NATIONAL PARE PORTS GATION COMPANY HONGKONG TO VICTORIA, TACOMA, OB-PORTLAND, £28. STEAM FOR SINGAPORE, PENANG. The best routs to the KLONDYRE GOLD FIRLDS. Frequent Sailings from Victoria COLOMBO, BOMBAY, KARACHI, TACOMA and POSTLAND to DYEA and ST. MICHAEL. . ADEN, SUEZ, PORT SAID, FIUME, Rates of Passage to other Points on application. the state of the second section of the section of t Special rates allowed to monibers of Government Bervices. Taking Cargo at through rates to South Africa. Through Bills of Lading issued to Pacific Coast Points, and to Ganadian and United PERSIAN GULP, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.) Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy THE Company's Steamship reset be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Reilway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Bailrona and Navigation Co., Portland, Orgeon, Goods Shipped by that route. Captain S. Leva, will be despatched as above Parcels must be sent to our Office (with ad tress marked in full) by 5 P. w. on the day previous to on WEDNESDAY, the 8th November. Silk and Valuables are transhipped on For further informations as to Passage or Freight, apply to arrival at Bombay into an accelerated lider. DODWELL & CO., LIMITED, For information as to Passage and Freight, General Agents. apply to Hongkong, Blat October, 1899 PENINSULAR & ORIENTAL FOR SWATOW, CHINKIANG, AND STEAM NAVIGATION COMPANY. THE German Steamer will be ready to load here on or about the Sist TO BAIL OF REMARKS. instant, for the above ports, and will have quick G. W. Gordon, E. H.R. S. November | Preight on Passage. desmatch. For, Freight, apply to TOKOHAMA v. S'HAI, { Japan About 7th | Freight or Passege. Pass. NAGASAKI & KOBE | G.K. Wright, R.F.E. | November | ingthrough the Inland See. } Hongkong, 27th October, 1899. NATAL LINE OF STEAMERS. CLIDE About 11th Freight or Pessage. are prepared to issue THROUGH BILLS. OF LADING for all the principal ports in South Aprica, in connection with Indo-Dervice hence to Carownta. Sailings from Carownta for Care Pouts every forigight. For freight and further particulars, SHANGHAY..... About 18th Freight of Passage.

For Further Particulars, apply to

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THE HONGKONG DAILY PRINCE, DELICAL TO THE SECTION OF THE SECTION O					
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LONDON VIA SUEZ CANAL	Machaen	Brit, str.	Hannah	Butterfield & Swire	On 28th inst. On 14th inst.
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LONDON VIA SURE CANAL	Benledi		Farquist	MaGregor Bros. & Gov	On Both ibht.
LONDON, MA. SUBT CANAL	Chusan	Brit: str.	E. Street	P. & O. S. N. Co.	On Fight mar, at 1900m.
LONDON	Shanguai	DELE. BEE. 145	F.C.A. Lyon, B.N.B.	P.& O. S. N. Co	the second state of the second
LONDON	Java	Brig str.	G.W.Gordon E.N.B. J. S. Thompson	Nippon Yusen Kaisha	To-day, at Noon.
MARSHILLES, LONDON, &c MARSHILLES, &c., v. Ports of Call	Kawashi Maru		Vaquier	Measageries Maritimes	On ath inst., at Noon.
MARSEILLES, HAVEE & H'DURG	Suevia	Ger, atr	Förck	Carlowitz & Co.	On 19th inst. On 17th inst, at Noon.
MARSEILLES. &c., T. B'FORE &c.	RIDGO WALK	Jap. str.	G. E. T. Cook E. Prehn	Moleners & Co.	100 and the second of the seco
BREMEN VIA PORTS OF CALL	Bayern	Ger str	Beaun	Carlowitz & Co	On 18th inst.
HAVRE & HAMBURG	Konigsberg		Christianson	Carlowita & Co	
HAVRE&HAMBURG	Ambria	Ger. atr	Barmaister	Carlowitz & Co.	to an in the management of the property
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TRIESTE, V. STRAITS. &c	Posoiden India		O.P. Marshalle. R.R.	Canadian Pavillo R. Co	On 22 ad inst.
VICTORIA, B.C., V. SHANGHAI, &C.	Queen Adelaide	Bris ate	F. MoNair		On 18th inst. On 16th inst., at 4 P.M.
VICTORIA, B.C., & SEATPLE, &co	Idaumi Maru	Jan atr.	M. J. Curnow J. Murray	Nippon Yuson Kaisha Dodwell & Co. Limited	
PORTLAND, ORRGON, &c	Aborgeldie	Beit, ate.		O. & O. S. S. Co	To morrow, at Noon.
B. FRANCISCO V. SHANGHAT, &2 BAN FRANCISCO VIA MOJE, &0		Amer. str		Pacido Mail S. S. Co	On 21st inst., at Noon.
BAN FRANCISCO VIA S'HAI, &C.,	America Mara	Jap. str		Toyo Kissa Kaisha Butterfield & Swire	
SAN DIEGO VIA N'SARI, KOBE, Lo.		Ame ship	Dadley		Quick despatch.
PHICADELPHIA & NEW YORK NEW YORK VIA SUBZ CANAL			1	Dodwall & Co. Limited	On or about lath last.
NEW YORK YIA SURE CANAL	Moyune	Brit. atr	Conradi	Shewan, Tomes & Co	On 15th instruction. On or about 23rd Dec.
NEW YORK	Mary L. Cushing	Gar. str	Pendleton	Carlowitz & Co	
AUSTRALIAN PORTS	Guthrie	Brit. etr.		Gibb, Livingston & Co	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS	Changiha		Moore	Butterfield & Swire	On 21st just.
V'STOCK, VIL SWATOW, ANOT, &c.		Jap. str	J. Negro	P. & O. S. N. Co.	On 23rd just, at Neon: On or about 7th just
YHAMA VIA S'HAI, N'BAKI & KOBE	Japan		G K. Weightn. N.R.	P. & O. S. N. Co.	
YOKOHAMA V. N'SAKI & KOBE			1	Nippon Yusan Kaisha	On 10th met., at 4 F.M.
YOKOHAMA DIRECT		Fren str	Kogitado	Massagories Meritimas	On or about 5th last.
SHANGHAI	Chinking		Yanguan	P. & O. S. N. Co.	
SHANGHAI	Clyde		C.T. Dinay, R.W.R.	Melchers & Co	Quick despatch.
SWATOW, CHINEIANG & H'KOW SWATOW, AMOV & TANSUI	Haiman	1 00 A6 1 A1111		Douglas Lapraik & Co	On 5th inst., at Daylight
SWATOW, AMOY & TAMBUL	Tamen Mary	- Aug /			Oa 5th inst, at Daylight To day, at Noon.
MANILA& CEBU	Yours HILLOY	THE RESERVE AND A SECOND			On 6th inst., at 4 P.M.
MANILA VIA AMOY	d All	5-6 P.1 P.1		Batterfield & Swire	On 21st inst.
S'PORE, PENANG & CALCUTTA		-1	Let The	Divid Sassoon, Sons & Co	On 5th inst., at Daylight
	Bernard Branch				
VESSELS ON THE BE	RTH. VE	SSETS O	n the Bert	M ARSSETS	on the berta.
CHINA NAVIGATION COM	PANY. OCC	DENTAL	AND ORIEN	TAL WEST F	LIVER SERVICE.
LIMITED.	S	TRAMSHI	P. COMPANY	the transfer of the transfer o	n Screw Steamers
	1			The state of the s	a goldw Dominetes
FOR SHANGHAL.	PAKI	NG CARGO	AND PASSEN	ERS	BAMSHUI"
71 HE Company's Steamship	and the state of	TO JAPAN	THE UNITED		WUCHOW"
"CHINKIANG,"	WE	MAIL ONES	TRAL AND SOUT	H Dongras Lines	d alternately from Muss
Captain Vaughan, will be despatche	AME	RICA. AND	EUROPE, VIA	THE on MONDAYS.	WEDNESDAYS, and FI
TO-DAY, the 3rd instant. For Freight or Passage, apply to		DVERLAND	BAILWAYS AND	DAYS for Wus	how, calling at Kongmo
BUTTERFIELD &	WIRE, ATLA	NTIC AND C	THER CONNECT	Kamehnek, Samsh	ni, Shui Hing, and Tak Hin
Agents		The same	Company,	for Saloon Passan	nve superior accommodati
Hongkong, 2nd November, 1899.	[2757 VIA	DELAND S	EA OF JAPAN A	ND Fares including	Sleeping Borth and Meal

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١	HONOLULU.	1
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ļ	PROJUSED SATLINGS PROM HONGKONG.	
ł	Corrio (via Bhanghai,)	ě.
١	Nagasaki, Kobe, In- (SATURDAY, Nov. 4,	
1	land See, Yokohama (1899, at NOON.	١.
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" VENUS."

CALCUTTA...

"LIGHTNING."

Agents.

LIMITED.

TAMSUI.

MARITIMES.

"YARRA."

"YUENSANG."

"BUNLEDI."

AND TRIESTE.

" POSEIDON."

HANROW.

"DAGMAR"

SANDER, WIELER & CO.

MELCHERS & CO.

GIBB, LIVINGSTON & CO.

Agents.

and Honolula THE Company's Steamship "COPTIC" CISCO SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOROHAMA, and HONO-LULU on BATURDAY, the 4th November, 1899, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are allowed to break their journeyat any point en route.

the United States or Canada. Rates and particulars of the various Routes may be obtained upon application

Special rates (first class only) are granted to Missionaries, menthers of the Naval, Military, Diplomatic, and Civil Services, to European officials is service of China and Japan, and to Government officials and their families.

Passens	ers who hav	paid in	l faro, re	embark-
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ATT TA	PART PARK	icus she	ald be n	arked to

address in full; and same will be received at the Compary's Office until FIVE P.M. the day previous to miling. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company Queen's Building. J. B. VAN BUREN, Agent. Hougkong, 11th October, 1899.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR

BAIGON, SINGAPORE, BATAVIA, COLOMBO, EGMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LUNDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE:

N SATURDAY, the 4th November, 1899, at Noon, the Company's Steamship "TONKIN," Cartain Vehiller, with Maile, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the s.s. Polynesien which vessel takes on her Passengers and Mails leaving that port on the 12th November direct to Suez, Port Said, and Maragilles. Cargo and Specie will be registered for London as wall as for Marsoilles, and accepted in transit through Marseilles for the principa Shipping Orders will be granted till Noon, Cargo will be received on board dutil 4 P.M., Specie and Parcels until 8 P.m on the Srd November: (Parcels are not to be sent on board ; they must be left at the Ageticy's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Com-

G. DE CHAMPEAUX. Hongkong, 23rd October, 1899. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

pany's Office.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER-RANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GOLF, CONTINUETAL

AND AMERICAN PORTS. FITHE Steamship Captain E. Street, carrying Her Majestys THE Steamship "LADY JOICEY" will Collector of Customs at San Francisco.

Mails, will be despatched from this for EGM. L. be despatched for SAN DIEGO, via BAY, &c., on SATURDAY, the 11th Novem NAGASAKI, KOBE, YOKOHAMA, and

Silk and Valuation all cargo for France, and in the United States. Ten for London (under arrangement) will be tranguipped at Colombo into a steamer proceed. the day previous to sailing. Parcel Packages and Undersigned GENERAL AGENTS ing direct to Marsellas and London; other will be received at the Office until the same time. In China and Japan for the above Line cargo for London, &c., will be conveyed via All Parcels should be marked to address in full.

Fares, including Sleeping Berth and Meals Hongkong to Samshui Single Fare \$10,00 Return Washow Single The attention of passangers is drawn to the magnificent scenery on the West River. A

stop at Shui Hing to enable passengers to visit the celebrated "MARBLE ROCKS" and Fer further information apply to BUTTER SPECD & SWIRE, Agonts. Hongkong, 17th October, 1899.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID. NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

NORDDEUTSCHER LLOYD.

PORTS IN THE LEVANTE BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK: BOSTON, BAL-TIMORE NEW ORLEADS. GALVECTON, AND SOUTH AMERICAN Through Passager Tickets granted to Eng-land. France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of THE COMPANT'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PARKENGERS

> N.B.-CARGO CAN EN TAKEN ON TEROUGH Bills of Liading for the Principal PLACES IN RUSSIA PROPOSED BLILINGS FROM HONGKONE

AND LUGGAGE.

BATERN	Wednesday	8th No
Konio Albert	Wednesday	18th D
PRINZ HEINBICH	Wednesday	27th D
PREUSSEN	Wednesday	10th Ja
KARLSRUHE	Wednesday	24th Ja
HACHSEN	Wednesday	·7th F
Cidereus	Wednesday	21st F
BAYERS	Wednesday	7th M
STUTIGARY	Wednesday	2 st M
KONIG ALBERT	Wednesday	4th Ap
WEIMAR	Wednesday	18th Ap
PRINZ HEINRICH	Wednesday	2nd M
PREUSSEN	Wednesday	16th M
HAMBURG	Wednesday	30th M

ON WEDNESDAY, the 8th day of November, 1839, at 9 A.M., the Company's Steam hip "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port, November, 1899, at Noon. as above: CARLING at NAPLES and GENCA. Shipping Orders will be granted till Noon in Monday, the 6th November, Cargo aid Specie will be received on Board until 5 P.M. on TUESLAY, the 7th November, and Parcels will be received at the Agency's Office until Noon on Tuzsday, the 7th November. Contents of Packages are required. No Parcal Receipts will be signed for less than \$2.50 and Parcals should not exceed Two Feet Cubic in Measurement. The Steamer has splended accommodation and carries a Doctor and a Stewardess.

Linea can be washed oil board.

For further Particulars, apply to MELCHERS & CO. Hongkong, 14th October, 1899.

OCEAN STEAMSHIP COMPANY FOR LONDON, VIA SUEZ CANAL THE Company's Steamship " HECTOR."

Captain Barr, will be despatched as about

on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE, Hougkong, 10th October, 1899. CALIFORNIA AND ORIENTAL STRAMSHIP COMPANY.

ATCHESON TOPEKA & SANTA FE BAILEGAD CO. PROPOSED BALLINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS

In Connection with the

TO JAPAN PORTS, HONOLULU, AND SAN FRANCISCO. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &d. About 15th S.S. "STRATHGYLE" December 5.023 Tons E.S. "CABLISLE CITY" About 3,002 Tons December

ber at Noon, taking passengers and Cargo for HONOLULU on or about the 20th November. Freight apply to the Agency of the Company, the above ports.

Through Hills of Lading issued to any point. Queen's Haliding Cargo will be received on board until & P.M.

Value of same is required. BOUTH APRICA, in connection with IMDO.

I pin the day before sailing. The conjects that Done to China Brank Navidation Co.'s fortnightly and value of all packages are required.

Buildings from China beyond San Diego, skould be service bence to Carcuma. Spilings from China being particularly pequested to note the Company's Office, eddressed so the Company's Dilles.

For fraight and further particulars.

Of Lading.

Resease apply to Consular Involces, to accompany Carge daily timed to Points beyond San Diego, skould be THE 3/3 A. I. I. American Ship ment to the Company's Office, addressed to the

VESSELS ON THE BILETH TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED BATLINGS PROM HONOKONG. AMERICA MARU (via) TURSDAY, Nov. 14,

Robe, Inland Sea, Yo. 1899, at NOON. hama, and Honolalu) Hongkong Mary (yin) Bhanghai, Magasaki, [HATURDAT, Deq. 9. Kobe, Inland Sea, Yo-kehama, and Honolulu) NIPPOR MARUS (VIA Shanghai, Nagasaki, WEDNES, Jan. 8, Kobe, Inland Bes, Yo. 1899, at Noon. kohama and Honolulu)

HE Steamship "AMERICA MARU" 12 be despatched for SAN FRANCISCO VIA SHANGHAL, MAGASAKL KOBE, INLAND SEA, YOKOHAMA, and HONO. LULU, on TUESDAY, the 14th November, 1899, at Noow, taking Freight and Passengers for Japan, the United States, and

LAND BEA OF JAPAN, and oll at HONO-LULU, and passengers are allowed to break their journey at any point en routs. Through Passage Tickets granted to Eng. on TUESDAY, the 28th November.

lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Railroutes from San Francisco, including the BOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER AND RIO GRANDE

and NORTHERN PACIFIC BAILWAYS; also the CANADIAN PACIFIC RAILWAY OF payment of 24 in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southean Pacific, Central Pacific, Union Pacific, DENVER AND RIO GRANDE, and other direct connecting Railways, and from

Chicago to destination the choice of direct lines. Particulars of the various routes can be had n application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military Diplomatic, and Civil Services, to European officials in service of Chius and Japan, and to Government officials and their fastilies.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorars, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company Queen's Building. J. S. VAN BUREN, Agent.

Hongkong: 20th October, 1899. "GLEN" LINE OF STEAMERS. FOR LONDON YIA BUEZ CANAL. HH Steamship

GLENSHIEL" will be despatched as above on the 20th Novem-For Freight or Passage, apply to McGREGOR BROS. & COW. Hongkong, 27th October, 1899,

U.S. MAIL LINE. MAIL STEAMSHIP COMPANY.

YIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS PROM HONGRONG. ALGOA (via Moji, Kobe, ? TUESDAY, Nov. 21 Yokokanta, & Honolulu 1899, at Noon. CHIMA (vis Shange hai, Nagasaki, Kobe, Strusbar, Dec. 16, Inland Ses, Yokohama, 1899, at Noom. and Honolulu)

FINHE Chartered Steamer "ALGOA" will Le despatched for SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 21st For carge only.

LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point on route. Through Passage Tickets granted to Eng-

land, France, and Germany by all trans Atlantic the United States or Canada. Rates may be obtained on application.

Passengers holding through URDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION-PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 64 in addition to the regular tariff rate.

Passenger holding orders for OVER-LAND CITIES in the United States have between Ban Francisco and Chicago, the option 4 P.M., will be subject to rent, of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DERVER AND RIO GRANDE, any case whatever. and other direct connecting Railways, and from

on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatio, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Hills of Lading issued for transportation to Yokehama and other Japan Porta, to San Francisco, to Atlantic and In and Cities of the United States, via Overland Railway, to downs of the Undersigned; in both cases it will Havana, Trinidad, and Demerara, and to porte lie at Consignees' risk. The Cargo will be in Mexico, Contral and South America, by the ready for delivery from Craft or Godown one Company's and connecting Steamers.

Freight will be received ou board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same B.S. "LADY JOICEY About 20th day; all Parcel Packages should be marked to 8,194 Tons November Midress in full; value of same is required.

Consular Involons to accompany Cargo destined to points boyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

For further information as to Passage and

J. S. VAN BUREN, Agout.

Hongkong, 26th Ootober, 1899. FOR PHILADELPHIA AND NEW YORK

Budley, Manley, shortly expected from MANILA

VESSELS FOR NEW YORK VIA SUEZ CANAL THE Steamship

"ST. JEROME, will be despatched for the above port on or about the 15th November and will be followed by The Steamship "AFGHANISTAN. For Freight, apply to DODWELL & CO., LIMITED,

Hongkeng. 1st November, 1899. SHEWAN, TOMES & Co.'s NEW YORK FOR NEW YORK VIA SUEZ CANAL.

THE Sleamship Captain Convadi, will be despatched for the above port on WEDNESDAY, the 15th November, in the AFTERNOON.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Hongkong, 24th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship " MACHAON." Captain Hannah, will be despatched as above

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 24th October, 1899. NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES S.S. "ENERGIA."

FROM NEW YORK AND STRAITS.

CONSTANCES of Cargo are hereby in-Tormed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th prox. or they will not be recognized. All broken, chafed, and damaged Goods are to be laft in the Godowns, where they will be examined on the 4th prox., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LED., Hongkong, 28th October, 1899. NOTICE TO CONSIGNEES.

PROM CALCUTTA, PENANG, AND SINGAPORE. HE Steamship "LIGHTNING"

having arrived from the above ports, Consigneesof Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed Cargo remaining on board after 2 P.M. of the

2nd November will be landed at Consigness risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godows Company, Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge

of the Vessel will be landed and stored a Consignees risk and expense No Fire Insurance has been effected Hills of Lading will be countersigned by DAVID SASSOON, SONS & CO.,

Hongkong, 31st October, 1899. FROM HAMBURG, ANTWERP, PE-NANG, AND SINGAPORE. FIRE N.D.L. Steamship

"BAMBERG."
Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested. to send in their Bills of Lading for countersig-

nature by the Undersigned and to take immediate delivery of their goods from alongside. Optional cargo will be forwarded unless notice to the contrary be given before Noom TO-MORROW. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Inmited, and stored at Consignees' risk and expense. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th instant, at 3 P.M.

No Fire Insurance has been effected. BIEMSSEN & CO. Hongkong, 27th October, 1899. NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer

" BENGAL,"

FROM BOMBAY, COLOMBO, AND STRAITS. Censigness of Cargo by the above-named vessel are hereby informed that their goods are. being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

goods are landed. This yessel brings on Cargo :--From London, &c., az s.s. Britannia From Italy, ox a.s. Thomes. From Persian Gulf, ex B. I. S. N., & B. & P. S. N. Companies Steamers. Optional goods will be landed here unless instructions are given to the contrary before

2 P.M. TO-DAY. Goods not cleared by the 3rd November, at No Fire Insurance will be effected by me in All damaged packages must be left in the Chicago to destination the phoice of direct lines Godowns, and a certificate of the damage obtained from the Godown Company within ten

Particulars of the various routes can be had days after the yessel's arrival here, after which no claims will be recognised. H. A. RITCHIE, Superintendent. Hongkong, 28th October, 1899.

OCEAN STEAMSHIP COMPANY CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Croft, and/or landed at the Go-

and after the 1st Nov. Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 7th November will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th November

BUTTERFIELD & SWIRE Hongkong, Sist October, 1899.

OCEAN STEAMSHIP COMPANY. CONSIGNERS per Company's Steamer "IXION"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees Wak. The Cargo will be ready for delivery from Craft or Godown on ambafter the 1st November. exprignal cargo will be landed unless notice has been given prior to eteamer's arrival.

Goods undelivered after the 7th November will be subject to rent. All damaged Goods must be left in the Godowas, where they will be

examined at II A.M. on the 7th November.
BUTTERFIELD & SWIRE,
Agenta Hopekong Mai October, 1989.